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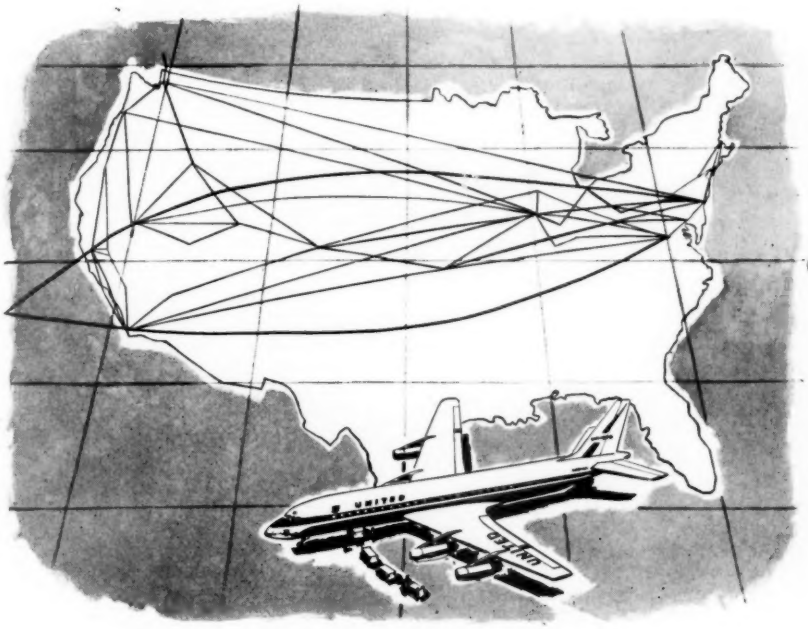

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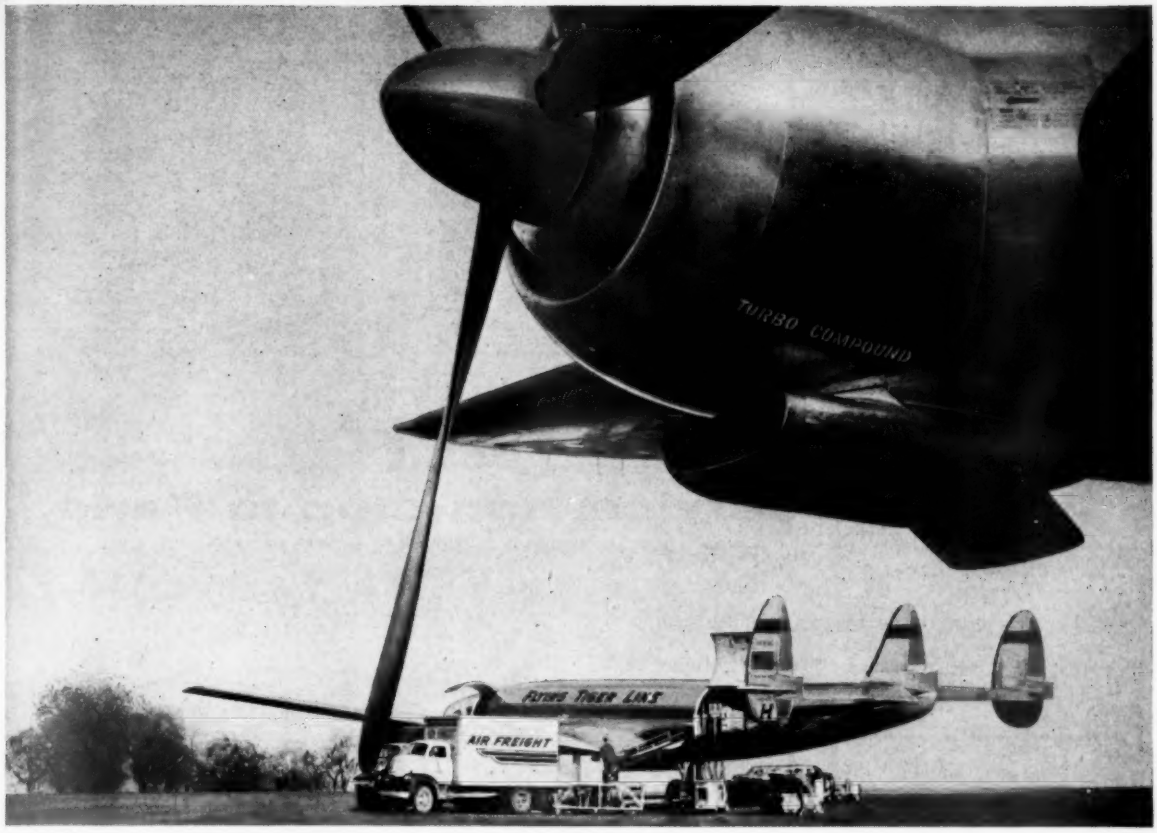

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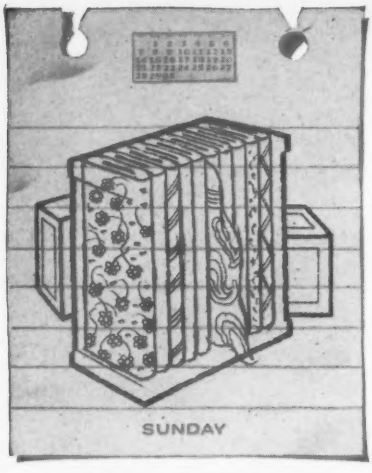

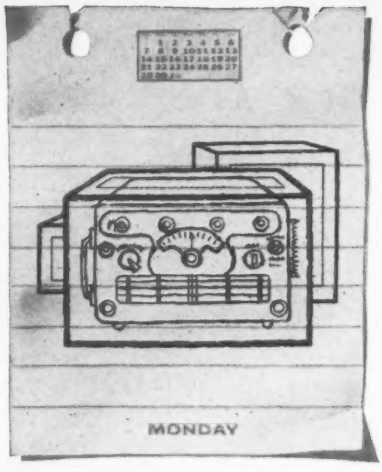

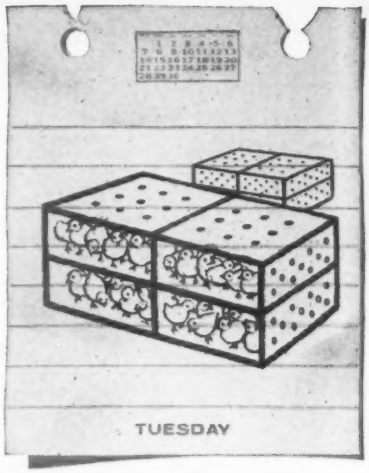

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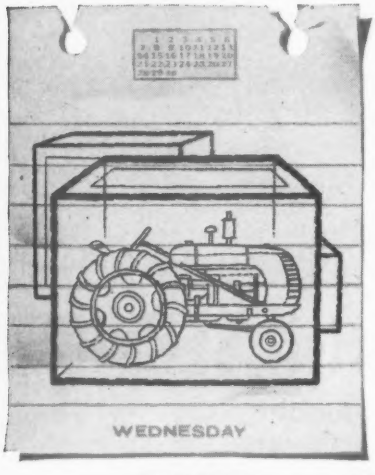
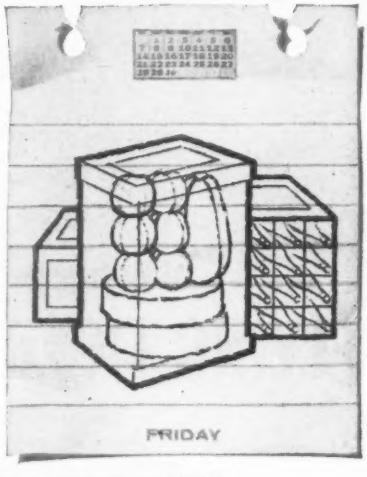
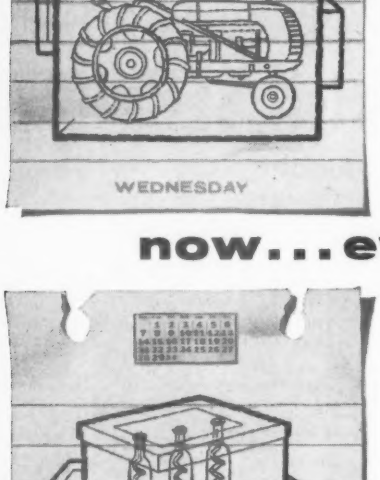




now...every day of the week!



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JULY, 1960, VOL. 4, NO. 7

Features

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part III is issued containing AIRIMP-CARGO.

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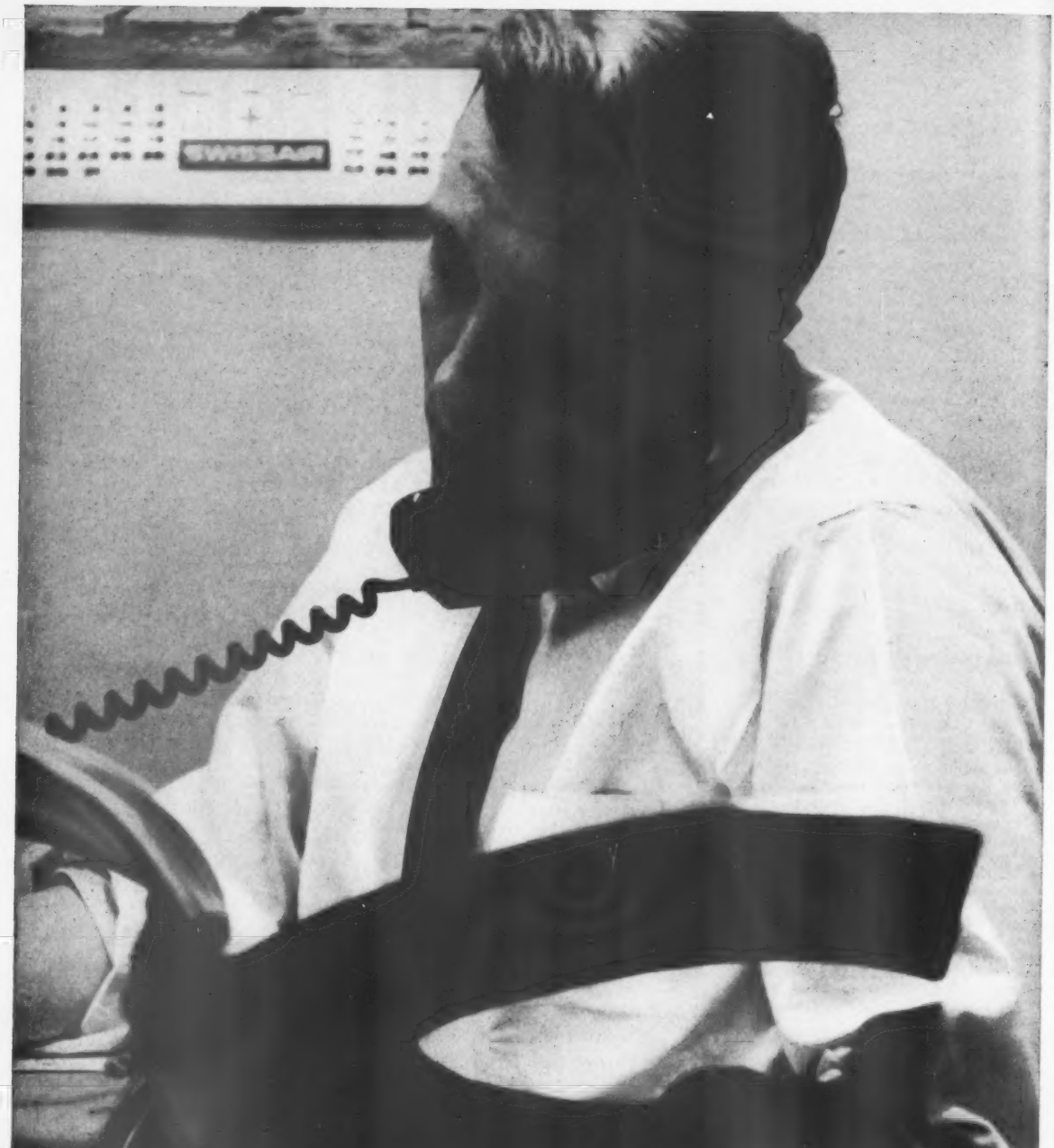

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EDITORIAL

The Only Question Is When

The way history repeats can be startling.

About 125 years ago, the Post Office Department began to move important quantities of mail via steam railroads. Rumblings against such an innovation began. They were not quieted when W. T. Barry, then Postmaster General, reaffirmed the concept that the mailman's duty was to make a swift completion of his appointed rounds.

Barry said, "The celerity of the mail should always be equal to the most rapid transition of the traveler."

When, in 1838, all railroads were made post routes, the stage and barge lines complained even more loudly and more bitterly, and pressures began to build. Congress reacted.

"No doubt is entertained," said the House Ways and Means Committee, in 1845, "as to the obligation of the Government to lay hold of the best and most rapid methods of transmission. It is not without full reflection that this committee insists on the principle that it was the duty, as well as the right, of the Government, to avail itself even at heavy additional expense, of the powerful agency of steam, for the purpose of accelerating the mails."

The House Post Office Committee of the day felt much the same way, saying: "It would have been a gross and manifest dereliction to have permitted that vitally important concern, the transportation of the mail . . . to lag behind the improvements of the Age, and to be outstripped by the pace of ordinary travel and commercial communications."

In 1953, when the pace of ordinary travel and commercial communication was outstripping the first class mail service, the Post Office began an experimental operation hauling first class mail by air, "to gain experience as a basis for future plans for better service at a cost comparable to the cost of surface transport and to prevent further deterioration of the service as more and more passenger trains were discontinued."

The rumblings against such an innovation began. Pressures began to mount. A test case, *Atchison, Topeka and Santa Fe Railroad vs. Summerfield*, found that the Postmaster General does have the authority, under existing law, to move any mail by air.

Judge Prettyman of the Court of Appeals for the District of Columbia, left no room for hedging when he stated for the Court: ". . . the Postmaster General is authorized to arrange for the transportation of mail on all post routes established by law, including air routes. Standing alone this general authorization might not be persuasive, but the Civil Aeronautics Act, in requiring the Postmaster General to tender 'mail' to air carriers, does not limit that term to 'air mail'; it provides generally that he shall tender 'mail' to the extent required by the Postal Service."

U.S. Supreme Court refused to review this decision.

As the Postmaster General moved ahead with his plans to improve the first class mail service, the rumblings from the railroads became loud cries, and were not stilled even though last year, the Senate Post Office and Civil Service Committee stated: ". . . the Committee has concluded after careful study that the Postmaster General already has general authority to transport all classes of mail by air 'to the extent required by the Postal Service', at rates fixed by the Civil Aeronautics Board, and that it is neither necessary nor desirable to attempt to restate the present authority in another statute."

If you can't lick 'em and won't join 'em—get the law changed.

Before a special subcommittee of the House Post Office and Civil Service Committee is a bill introduced by Rep. Cunningham (R.-Neb.), which would change the law to suit the railroads. The Cunningham Bill would require that all first class mail sent by air bear an airmail stamp. Should this bill become the law, it would eliminate the first class mail by air experiment, and worse, would kill the plans of the Post Office to give first class mail first class treatment.

While there is no doubt that the Cunningham Bill would effectively stall the movement of first class mail by air, the amount of good this would do for the railroads is suspect.

In fiscal 1959, if the first class mail which moved by air had been carried by train, it would have netted the railroads about $3.4 million or one percent of the railroads total mail revenue—$345 million. Stated as a percentage of total rail revenue, approximately $10 billion, $3.4 million is insignificant, indeed.

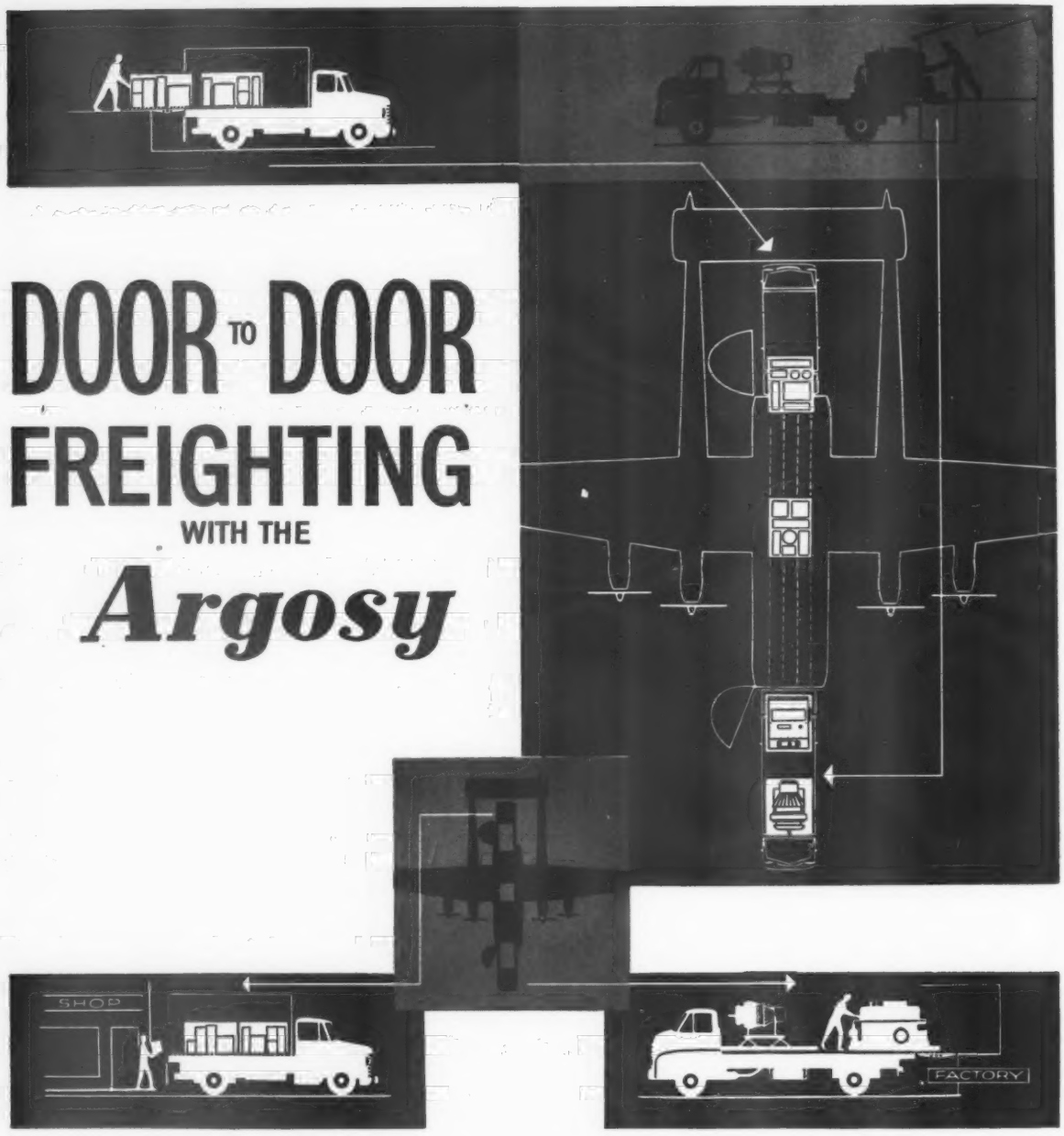
To help the railroads or any other form of transport is not the reason that we have a Post Office. The Post Office's mission is to provide swift, dependable, postal service for the people of the nation. If this can be done economically, so much the better.

To the Post Office Department, airlifting planned amounts of letter mail is cheaper than hauling the mail by train. In 1959, airlifted first class mail cost the Post Office $134,129 less than it would have cost by rail, according to the Assistant Postmaster General.

According to the public, air transportation is swift and dependable. So thoroughly is this believed, that the airlines have become, except for private autos, the greatest passenger carriers.

History will repeat. Mail will move by the newer form of transport. And the cries from the older modes will continue loud.

Wallace I. Longstreth



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TRENDS

Swissair is breaking ground on the air freight forwarders' proposal to create a joint airline-forwarder council to deal with such problems as rate structure and handling methods, which are common to both groups, and to consider means of exploiting mass markets through cooperative sales and advertising effort and combination air surface movements. The Swiss flag carrier is contacting other international airlines on this matter.

Approximately one-fourth of domestic air freight tonnage originated with air freight forwarders in 1959. Civil Aeronautics Board Statistics show 31 domestic forwarders turned over to U.S. scheduled airlines, 76,505 tons of freight. Total domestic freight handled was 315,531 tons.

A fleet of all-cargo jets for U. S. flag carriers within the next three years has been predicted by Juan T. Trippe, president of Pan American World Airways. Testifying before the House Armed Services Subcommittee, Trippe estimated that American international airlines would acquire 45 over the next three years. Some 30 of these would serve the shipping public. The other 15 would move government cargo, such as mail for the Post Office and materiel for the Department of Defense.

Both Boeing and Douglas have had serious discussions about a cargo jet with PAA which will be influenced by developments in the Military Air Transport Service.

Flag airlines of other nations are turning on the heat to get an increased share of the traffic moving to and from the United States. Augmented cargo sales staffs spearhead the campaigns. Supporting the sales effort are passenger aircraft converted for all-cargo operations. Air France, for example last year bolstered U. S. cargo sales staff from six to 21 and is converting two Super Constellations for all-cargo activity. In the first three months of 1960, Swissair realized 36% of its total transportation revenue from air cargo.

A better break for shippers in pick up and delivery rates could result from a study being done by Air Cargo, Inc., the organization which handles pick up and delivery for the scheduled airlines. Traditional weight break points of 2500, 5000, 10,000 and 15,000 pounds may be supplemented by breaks of 500 pounds. Air Cargo Inc. is also working to design a sticker to be used by shippers for ready identification of shipments which are to be delivered to the consignee at the destination city.

The Air Freight Forwarder Association membership drive has moved to the Middle and Far West. Top association officials personally kicked off the drive in June.

NEWS

Merger Plans Disclosed By TWA And NEA

Merger irons have been put in the fire by Trans World Airlines and Northeast Airlines in what could mark the first major trunkline consolidation in recent years. The two carriers said, in a joint statement, that the Northeast board had already approved the merger and that the TWA board was expected to act favorably on the proposal soon. Approval by the Civil Aeronautics Board and the Security Exchange Commission would appear to be the only barrier.

Basis for the merger would be an exchange of three NEA shares for one TWA share.

The joint statement also said that Northeast has arranged with General Electric and General Dynamics to buy six Convair 880 jets. NEA apparently has taken six of the 30 Hughes Tool Co. delivery spots on the Convair line. TWA will get 20 of the 880s but no mention was made of the other four. Hughes agreed to lend Northeast $9.5 million "for jet integration expenses, spare parts and other working capital."

TWA and Northeast listed a number of advantages to the public in increased operating efficiencies and improved scheduling. Consolidation of operations presumably would result in cost reductions. Northeast has experienced losses of $3.6 million in 1958, over $7 million last year and $1.6 million for the first quarter of 1960.

In an unrelated development, CAB Member Alan S. Boyd said in a speech before the National Federation of Financial Analysts in New York that the Board might well approve mergers when they added to its policy of "vigorous but sane competition." Although the speech was made prior to the merger announcement, it is indicative of recent Board philosophy.

Pan Am Offers Int'l Truck-air

A new truck-air service with international applications is giving shippers direct service and single documentation to and from many interior U.S. points and gateway cities on all six continents.

Under the plan, announced by Pan American World Airways and Consolidated Freightways, the motor carrier will receive shipments at interior U.S. points, handle the documentation and dispatch freight directly to PAA's airport gateways.

Similarly, PAA will handle freight originating overseas and bear responsibility for delivery to points within the U.S.A. through in-bond service is provided for importers at interior U.S. Customs ports.

Shippers will be able to deal with a single company, and need only prepare one set of documents and receiving invoices. All types of shipments—prepaid, collect and COD—will be handled by the two carriers with the responsibility for currency exchange, import or export advice and other government formalities resting with the carrier that accepts the shipment.

Both Pan Am and Freightways are anticipating an increased movement of containerized cargo under the tie-in. Pan Am predicted that: "The truck-air system in the future will employ containers suitable to both trucks and cargo aircraft. Plans call for containers to be packed by the shipper, with the cargo moving by truck in the same container direct to the aircraft and then to another truck at the destination city."

Military Begins Mail Switch To Commercial Carriers

More than 6000 tons of letters and packages of military mail will be shifted from The Military Air Transport Service to commercial airlines as part of the new Presidentially approved defense policy to give more business to the civilian carriers. The mail will move at the new commercial rate of 27.3¢ per ton-mile established by the parties and approved by the Civil Aeronautics Board.

At the present time, only transatlantic mail will be tendered to the commercial airlines. But if the program works successfully, mail destined to Pacific points may be included.

The rate approved by the Board as part of the program, is under the 53½¢ per ton-mile priority airmail rate for regular U.S. mail moving overseas, and is well below the $1.92 per ton-mile rate set by the international postal union for airmail. The carriers emphasize, however, that the new rate is not non-priority.

Two kinds of military mail will be shifted to the commercial carriers—letter mail addressed to APO addresses in Europe, and packages addressed to inland military bases. APO packages sent to bases near port areas will continue to move by ship, DOD officials say.

Multimillion Dollar Cargo Terminal Network Planned By Pan Am

Pan American World Airways is in the throes of a program which will eventually produce a network of million dollar cargo terminals in major Pan Am stations throughout the world. The program, undertaken by a cargo forward-planning group with representation from the entire PAA system as well as the two operating divisions, is designed to enable the airline to cope with anticipated increases in cargo volume during the next few years.

The Pan Am study will consider building design, material handling equipment, flow speeds, costs and personnel requirements.

Guinea pig is New York International Airport which will be used as a base for development of the concepts that will be later uniformly applied throughout the PAA system.

Aircraft Dynamics Offers Packaging Service

Aircraft Dynamics, a New York aircraft parts distributor, has formed a separate subsidiary which will concentrate on packaging and consolidating all types of hard goods for domestic and export shipping. Availability of the packaging and boxing service will enable shippers and manufacturers to "drop-ship" their packages at the new division, where they are then consolidated, marked, and re-packed or coopered as required, before reaching final destination. A rapid pick-up and delivery truck service is offered for the shippers' added convenience.

Explaining his concept of the new service, Dynamics chairman, Philip Bradford said: "Our Packaging and Freight Division was recently formed for the express purpose of utilizing our many years of broad packaging expe-

rience and our existing plant facilities. During our 12 years as a leading exporter of aircraft parts, we have continually observed the growing need for such a unique service, which many shippers and manufacturers lack."

The new Packaging and Freight Division is located at 157-11 Rockaway Blvd., Jamaica, N.Y., close to New York International Airport.

TWA Joins In REA Pact

Trans World Airlines is now offering air freight-surface express service to and from non-airline points. The pact signed with the Railway Express Agency provides for receipts to shippers covering movement by air freight between TWA cities and surface express between these points and non-airport communities served by REA.

Shipments may be originated as air freight and delivered to final destination as surface express or vice versa. Charges either prepaid or collect are based on a combination of the applicable air and surface rates of the two carriers.

Agreement is like that entered into by United Air Lines and REA.

Slick Firms Up Order For Two CL-44Ds

Slick Airways has made a firm commitment, in the form of a definitive purchase agreement with Canadair, for two CL-44Ds. The first will be delivered in September 1961 and the second in October 1961, with an option on four more for delivery in 1962.

Slick made a payment of approximately $900,000 including $100,000 previously deposited with its letter of intent. The two aircraft and spare parts will cost more than $9 million.

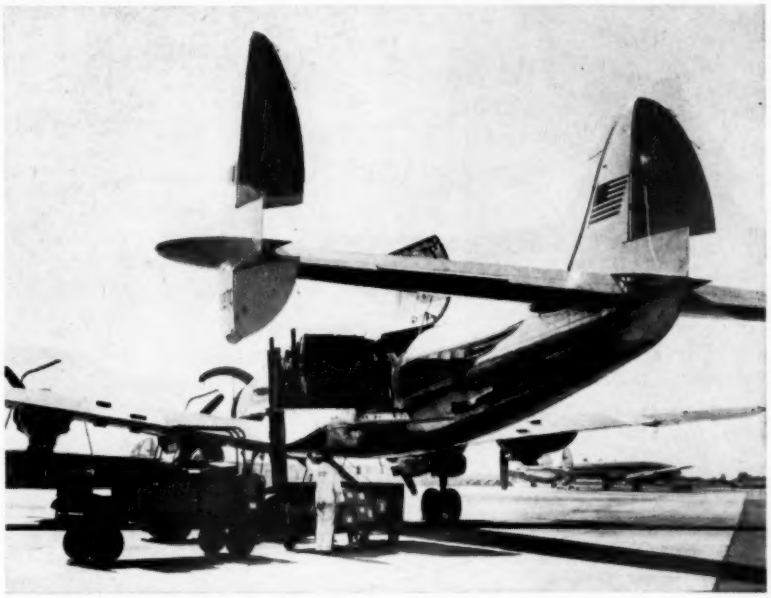
Alwin Johnson, Slick executive vice president, commented that: "This plane with its direct operating cost of around 4¢ per ton mile will permit us to offer for the first time, rates designed to realize the vast potential of mass transportation of property by air."

New AEIC Branch Opened In Japan

Air Express International Corp. has opened another new office as part of its drive to expand operations in the Orient and Australia. Situated in Tokyo, Japan the new foreign branch is located in the Akaska International Building, 45 Akaska, Shinsaka-machi, Minato-ku. Other offices in Japan are anticipated for the cities of Nagoya and Osaka.

Alvin B. Beck, AEIC's executive vice president, pointed out that Japan is a pivotal spot in his company's activities in the Pacific area. "It forms the apex of a newly established triangle which finds Hong Kong and Australasia at the other points," he said.

EAL'S First Post Korean Freighter



Back in the cargo business for keeps, Eastern Air Lines is now offering space on all-cargo Constellation equipment. EAL will have five of the Connies in service by the end of the summer on most of its major routes.

Detroit Cartage Contractor Opens New Terminal

Buck's Express, local cartageman serving the scheduled airlines in Detroit, has opened a new downtown receiving terminal which also doubles as an in-bond terminal. Situated in the downtown area, the new facility is located at 1407 Washington Boulevard.

U. S.-Italy Conclude Air Agreement

The U.S. and Italy have concluded a bilateral air agreement which will give the Italian airline, Alitalia, new traffic rights at Chicago and a route from Rome to Los Angeles via several intermediate points, including Montreal. In return, Italy has agreed to supply to the U.S. certain traffic information, and has added Genoa and Turin to the cities which may be served by U.S. carriers.

EAL Cargo Capacity Estimated For Entire Fleet

Eastern Air Lines reports that last year, it had an estimated minimum annual cargo capacity with piston powered aircraft of about 136 million ton miles. The carrier's fleet of Electra turboprops added an additional 106 million ton miles of capacity. EAL estimates that when all 16 of the DC-8 jets are delivered by the end of 1961, another 124 million ton miles of cargo space will have been added.

Annual lift afforded by EAL's five converted Super Constellation all-cargo aircraft amounts to about 53 million ton miles.

Proposed Barge-Rail Tie In Draws ATA Protest

The Air Transport Association has taken a strong stand against common ownership of different modes of transportation. Going on the record in an Interstate Commerce Commission hearing which is considering the application of two railroads to purchase an inland barge line, ATA president Stuart G. Tipton registered his strong disapproval.

Said Tipton: "It is clear that the general public interest would not be prompted by permitting all modes of transportation to gravitate into a few general private transport companies with fewer centers of control. Only if a transportation industry is allowed to be independent of the control by those who have conflicting transportation interests to protect, can it develop its potential," he said.

In its filing to intervene in the case,

Aid For Chilean Victims

More than 50 tons of medicine, clothing and emergency supplies were airlifted to Chile free-of-charge by Panagra following that country's disastrous earthquakes.

ATA warned the ICC that the acquisition of a water carrier by a railroad was the first step toward a railroad goal of "diversification" of rail interests into all modes of transportation. ATA said the avowed goal of the railroads is complete "diversification" which would encompass "railroad control in every area of transport activity, including air."

Airline Packaging Specs Developed By ATA Group

The packaging subcommittee of the Air Transport Association's stores and material planning committee has come up with a specification for packaging airline supplies (ATA Specification No. 300). The specifications, designed for the supplier as well as the airline, are aimed at insuring protection to the packaged unit and at reducing packing and unpacking costs.

Pointing out results, H. E. Brown of ATA, notes that "warranty claims due to in-transit damage on certain units have, in some cases, been reduced to the point where they offset the cost of the long-life containers, in which the unit was shipped, while at the same time, airline packing and unpacking costs on the item are virtually eliminated."

White House Launches Probe Of U. S. Int'l Routes

The White House has asked United Research Inc. of Boston, Mass. to undertake a study on the effect of competition between U.S. carriers on international routes. Under terms of the contract, United Research will study past policies on international routes and make recommendations as to policy changes. The study will be aimed at the effect on markets rather than on the airlines themselves.

Flintkote Container Factory Planned For Mississippi

The Flintkote Company, a large manufacturer of corrugated containers and building products, has announced plans for a new multimillion dollar corrugated container plant which will be located at Magnolia, Miss. Upon completion of the new plant, containers will be marketed in Mississippi, and parts of Louisiana, Alabama and Texas.

Military Air Shipment Of Household Goods Excites Congressional Wrath

A Special House Armed Services Subcommittee, headed by Rep. L. Mendel Rivers (D-S.C.), has approved restrictions designed to curb so-called abuses claimed by the General Accounting Office in air shipment of military household goods. Hoping to achieve this goal, the subcommittee recently adopted an amendment to existing law which would require a general or a flag military transportation officer to approve as an "urgent" military requirement" air cargo costs which do not compare favorably with surface shipping costs.

In illustrating its point, GAO sent Congress a report in April detailing costs of $123,470 for 13 air shipments which the accounting office said could have gone by surface for only $23,000.

Railroads Move To Strangle PO's Mail By Air Program

A railroad drive to block the airlift of first-class mail is shifting into full gear on Capitol Hill. Rep. Glenn Cunningham (R-Neb.) has lined up with railroad spokesmen in urging a special House Post Office subcommittee to approve a bill which would ban the movement of first-class mail by air. Rep. Kathryn E. Granahan (D-Pa.), chairman of the subcommittee, is in full accord with Cunningham who has stated that "the Postmaster General positively has no legislative authority to expand the airlift which he has announced he will do and which he is already doing."

The subcommittee is concurrently considering two bills. The Cunningham bill (HR 9488) would require letters going by air carrier to bear an airmail stamp. Another measure (HR 8296) by Chairman Tom Murray (D-Tenn.) of the Post Office Committee would clarify the PO's authority to use air carriers to haul first-class mail at rates other than those fixed by CAB. The department claims that existing law already gives it this authority.

Cunningham contends that "not only does the department lack legislative authority to expand the airlift of 4¢ letter mail, but the House subcommittee on Post Office appropriations has specifically instructed the department to cease and desist from further expansion of the airlift scheme." Cunningham discounted the argument that the PO must use air carriers because a number of mail carrying passenger trains have been removed from service. He charges the airlift program "does not expedite delivery of the mail; it is more costly; it discriminates against users of the mails."

Local Airline Official Sees Markets To Cut Subsidy

The local service lines must be allowed to serve short-haul, high-density markets in order to reduce dependence on subsidy, claims G. Robert Henry, executive vice president of Bonanza Air Lines.

Henry, speaking before the American Society of Mechanical Engineers in Dallas, said: "There are innumerable local short-haul, high density areas . . . which can be assigned exclusively to the local service carriers without genuinely significant danger to the soundness of the economic structure of the trunkline route pattern. There are an equal or greater number of others . . . to which the local airlines can be given access without material prejudice to the trunklines that continue to operate in those markets."

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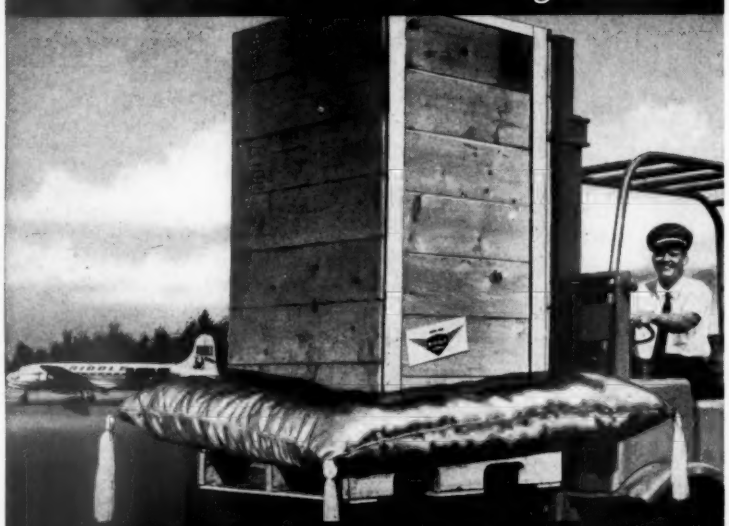

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AIR CARGO
JULY, 1960 Vol. 4 No. 7

Flexible Crane Is Key To New Tiger Terminal

Bold scheme unveiled to beat the terminal handling problem which must be faced by The Flying Tiger Line when the new CL-44D is delivered

By DONALD J. FREDERICK

A FLEXIBLE OVERHEAD CRANE and a palletization system capable of handling 73,000 pounds of freight in an hour will be features of the new Flying Tiger Line Terminal slated for completion at Chicago's O'Hare Field next July. The Los Angeles-based all cargo carrier will break ground on the new terminal in September. Other terminals, designed especially for the swing tail CL-44D, will be constructed at San Francisco, Los Angeles and Newark in that order. The San Francisco facility is scheduled for March 1962.

The new terminal will be a two-story building. The first floor, which covers 32,000 sq. feet, will be utilized as a receiving or loading, and pallet make-up area.

Designed to permit cross loading, the ground floor will have 14 truck and trailer positions with automatic leveling dock plates. There is additional room on the truck ramp to park 20 trailers.

On the opposite side of the building, the terminal floor is level with the aircraft apron. There are two aircraft positions. By alternating these positions, Tigers estimates that it can dispatch a CL-44D every hour. The aircraft are positioned at a transversing ramp by means of an aircraft tug. The transversing ramp serves as the bridge between the terminal and the plane.

Ordinary shipments are unloaded from the trucks by a telescoping conveyor at any of 10 positions adjacent to the drag line area on the receiving side. Here, the freight is placed on carts which are engaged on an underground drag line channel powered by electricity. The carts are detached from the line in the load make up area according to destination.

With the destination established, the freight is fed into a destination pallet jig in the load make up area.

Slot For Outsize Pieces

At one end of the building, a truck can be backed right into the terminal. This slot was provided to permit the crane to handle odd lot and heavy pieces or containers, bypassing the receiving dock.

Trucks hauling large consolidated shipments can be unloaded at as many as five bulk off-loading positions. At each position, a bulk load can be sorted for up to four destinations.

The plan is to handle the high volume shipments in this manner and to avoid the drag line receiving sort. Pallets can then be scheduled immediately to meet the bulk load.

Pallets will measure 10′-2″ by 7′-5″, with the cargo distributed over a 9′-11″ by 7′-5″ area. An inch and one half is allowed on each side for tie down. The maximum capacity of each pallet is 8000 pounds. Stacking height will probably not exceed seven feet and will be controlled by the load make up jig.

Once loaded, the pallet is ready for its crane ride to the second floor. The space there, measuring 24,700 sq. ft., can house 93 loaded pallets.

Moving the entire length of the terminal, the overhead crane will be able to pick up pallets in the receiving area of the first floor or any pallet stored on the second floor. All it needs is a six inch seperation between pallets. Tigers feels the crane operation is the

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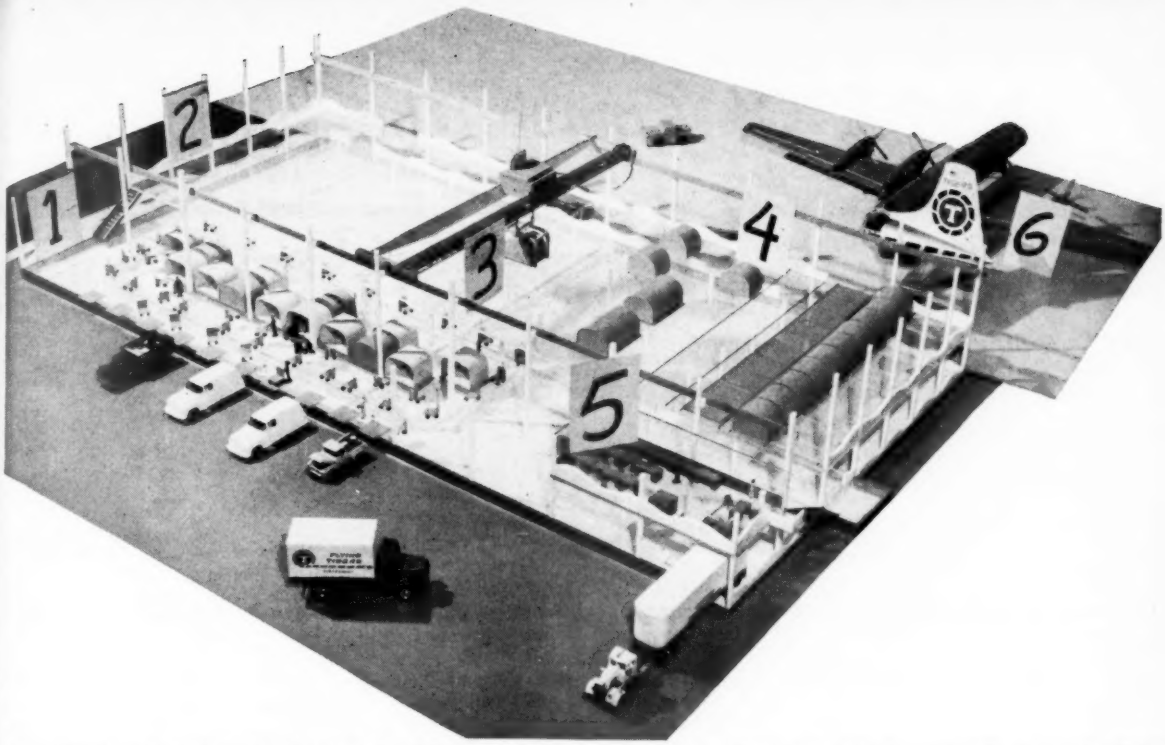

Innovation abounds in this scale model of The Flying Tiger Line's new automatic freight terminal. Success of the whole operation hinges on (3) the flexible overhead crane, which can move freight almost anywhere in the terminal. Other salient points in the terminal are: (1) a dock handling up to 14 trucks; (2) the second floor warehouse where 93 pallets can be stored; (4) to the right, one of two areas in which palletized loads are expedited on and off the CL-44D; (5) the automatic control room which masterminds the flow of freight throughout the terminal and (6) the aircraft which will be joined to the terminal by a transversing bridge. Notice the new Tiger markings for the CL-44D.

answer to maximum selectivity.

In hoisting the pallet to the second floor, the crane engages a pallet carrier. Simultaneously, the crane weighs each pallet with the aid of four integrated load cells. With the weight determined, the central control office on the second floor determines where the pallet is to be placed on the rollers for loading. Thus, all weight and balance information is acquired before the loading process begins.

According to the FTL plan, the under carriage area of the CL-44D will be bulk loaded. This means that about 17% of the total capacity will be piece loaded. A break down reveals: tail section, 3000 lbs.; two belly compartments, 3000 lbs. each; and the front compartment (forward of the main cargo envelope) from 3-5000 lbs. This loading will be completed from the first floor.

The tail section will be bulk loaded from the apron by a fork lift truck, or a fire escape type conveyor which will pull down and feed from airplane to cart.

At either end of the second floor of the terminal, three sets of rollers connect to the transversing ramp to expedite the pallet operation.

At both of these points, the incoming CL-44D is off-loaded on the center set of rollers. The pallets coming off of the plane are shifted to the left and a set of 10 preloaded pallets, positioned on the right, is moved to the center lane for loading. The whole conveyor line shifts in the process, including the pallet carriers. The rollers of the conveyor line protrude about 8 inches to take the weight of the pallet and enable the carrier (of egg-crate type construction) to be removed.

All segregation of freight and build up is handled in the terminal.

Nerve center of the Tiger Terminal is the central control room on the second floor. Here, the entire flow of freight from truck dock to aircraft cargo hold is supervised.

Four Men Control Operations

A cargo supervisor and three controllers see that things run smoothly. One controller will act as a truck dispatcher, governing pick up and delivery and the loading of the trucks. A second will direct freight into the terminal and resolve load make up activities by destination. Their third colleague will keep track of all pallets in the terminal and those on the entire FTL system which have been checked out of his terminal.

Four other employees in the central control room will deal with documentation and airbills.

Communication between central control and the first floor will be established by an executive two way phone set up. Jack boxes placed on the first floor columns will join the two areas.

Central control will also talk with the crane operator by means of a standard two way speaker.

At Air Cargo presstime, Tigers had not yet picked a firm to carry out its ground engineering proposals. Joseph Healy, FTL's director of operations planning, said that his carrier was closely studying four plans. He felt a definite contract would be awarded in late June.

Problems? Of Course The Airports Ha Prol

A 500% increase in air cargo traffic in the 1960s will swamp the nation's airports unless good terminal plans are developed now

Ralph R. Theile

Ray Brady

James M. Glod

Benjamin F.

THE Airport Operators Council, representing approximately 50 of the nation's largest airports, met in Columbus late in May to discuss the future of air transport. On the agenda was a study of airport cargo terminal facilities provided by a panel deeply involved in cargo terminal planning.

In the past, airport people have tended to let cargo "shift for itself." Where specific provision has been made for the handling of cargo, it was usually on the basis that airport operators would not object, so long as the airlines made the decisions as to what was needed and so long as the airlines were willing to pay the bills.

Moderator of the panel was Ralph R. Theile, director of sales for AIR CARGO, and formerly director of cargo traffic for the Air Transport Association. Panelists were Benjamin F. Ryan, head of the Air Force Materials Handling Program; James M. Glod, director of cargo service of American Airlines; Ray Brady, staff superintendent, cargo relations for United Air Lines; and Joseph J. Healy, director of ground operations for the Flying Tiger Line.

In his opening remarks, Theile pointed out that the U.S. airline industry operated a total of 347 airplanes in 1939; 1072 in 1949; and 1871 in 1959. Ten years ago, the airlines handled 340.2 million ton miles of air cargo—in 1959, 846.4 million ton miles.

"Today," he continued, "there are 50 DC-7- and 25 L-1049-type aircraft committed for conversion to all cargo capability, plus an additional 10 DC-7s and six 1049s expected to be converted. These, along with orders for 17 Canadair CL-44Ds will give you a rough idea of the trend.

"In the next 18 to 24 months, more than 108 cargo airplanes will be added to the fleets of the air carriers, not to mention the added cargo capacity available to the shipping public in the new combination jet aircraft. These airplanes," he warned, "are going to use your airports."

Provision for handling aircraft is not the only part of the problem. If the carriers, the investors, the shippers, and the airport operators are going to benefit from all of this capacity, there will be a lot more air cargo moving than there is today.

Air Cargo Going Up 500%

"Economists tell us," he said, "that by 1967 there will be a 500% increase in air cargo volume. The 1967-68 period should see air freight moving at rates from 10 to 12¢ per ton mile (compared to 20-22¢, now), resulting in some 13 billion ton miles of cargo traffic."

Theile was convinced there would be no sudden breakthrough, but rather a gradual swell of the market as the many variables concerned in distribution concepts, airline technology, and airport facilities are progressed.

James Glod, of American, supported Theile's statements, commenting that they were not wishful thinking, but were based on data gathered, analyzed and interpreted by professionals in this field. The tremendous air freight market is unquestionably there, if, the airline industry, the aircraft and engine manufacturers, the surface carriers participating in the joint movement, and the government regulatory agencies understand that the future of air commerce is squarely in their hands.

"Airport people are, of course," he continued, "keys to efficient air cargo commerce. Efficiency, for our purpose, is defined as prompt and dependable service to the air cargo user, at sufficiently low levels to make air shipment profitable for him."

To guide airport planning toward greater efficiency, Glod offered the following: The airplane is the first transport vehicle that has no operating limits imposed by geography. The steamship must stop when it reaches land. The train or truck must stop when they reach a large body of water and detour around major mountains. The first principle therefore, is to look upon the airplane as a vehicle in an integrated physical distribution system which links every square mile where a man works or lives in this country, and, for that matter, the world. Airport management must not only think in terms of what flows to and from its immediate community but also what will flow through the airport to other communities.

Next, not every community has, or should have an airport. These communities, including the smallest of all, will be integrated into a ground distribution system which will move traffic to and from airports for air transportation.

An airport that until now has had relatively low volume, must analyze its true potential in the light of what it

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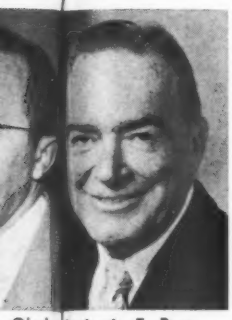

. Glod

Benjamin F. Ryan

Joseph J. Healy

will be when it becomes, if you will, the catch basin, for all communities within a 50, 75, or 100 mile radius of the airport.

Then, we must look at the types of airports—the character or size of operation. Glod envisioned some 12 to 15 major locations joined together with frequent schedules of high speed, high capacity jet aircraft, carrying approximately 100,000 pounds each. He called this group of airports, group A. Intermediate size locations, will be served by frequent schedules of medium size jets carrying 50 to 60 thousand pounds. These, he called group B. Finally, there will be those cities, the largest group numerically that cannot yet justify all cargo planes. Traffic to and from these cities will move in the cargo compartments of the passenger planes of the trunklines, regional or local service airlines. We will call this last group, group C.

The Catch Basin Approach

Each group is a catch basin, by surface carrier, for all communities within 50, 75, or 100 miles. Group C cities will move traffic direct to other cities, or if longer haul, will transfer at a group A or B point. Group B will similarly move some traffic direct to destination or transfer shipments at a group A or another group B point. Thus, the basin principle becomes enlarged, and it works in a multiplicity of ways. For example, cargo can move from B to A and then be transferred to a carrier serving a group C point.

As the profitability of air shipment becomes more widely accepted, there will be many airports with relatively low volume, which will suddenly find themselves moving from group C to B or even A. In one city now being served as a group C point, for example, there is a manufacturer who, when (not if) he starts to ship, will increase volume 150 fold. This city does not now have all-cargo service. Certainly it will have when this movement starts.

Despite the fact that the use of all-cargo aircraft will increase rapidly, cargo terminals must be located to permit short and direct access to passenger terminals. Today, Glod said, more than 50% of the traffic is being carried on passenger flights. This percentage will shrink until it is very small as more cargo planes take over. However, the total tonnage carried in passenger planes will increase, and this traffic must move quickly between cargo and passenger terminals.

J. J. Healy, The Flying Tiger Line, held the opinion that there would be a limited number of the larger hubs.

He estimates that during the 60s cargo aircraft will progress from the present capacity of 30 to 40 thousand pounds to 70 thousand pounds, and by 1965 will push the 100,000 pound mark. An aircraft of this payload will have a gross weight in the 400,000 pound range. This means that runways of 10 to 12 thousand feet will be needed.

Daylight Operations

As traffic continues to grow, the character of airport operations will change. For awhile, increased traffic will be handled by the increase in capacity. Then as further penetration is made into the low cost transportation field, cargo aircraft will also be used during the daylight hours with each aircraft making a transcontinental round trip per day.

Individual terminal volume will be further increased by spreading the aircraft operating period over the entire seven day week, in comparison to our present five and a half day week operation.

More point to point flying will result as aircraft capability increases, minimizing the present multiple intermediate stops being operated. Aircraft operation will thus acquire a greater balance over the 24-hour period.

Healy estimated the specific number of flights on an industry basis would range from three complete turnarounds at small hubs in every 24 hours to 50 turnarounds per day at large hub terminal points.

Gradually, Healy believes, costal airports will be bypassed by international traffic. Because of the increased capacity and range, planes will operate over the North Pacific and polar routes to inland terminal points. This means that there will be a need for adequate clearance and customs treatment facilities at inland terminals, but this requirement will, for the most part, be centered in the large hub terminals during the foreseeable future. From these centers, distribution will be handled through domestic freight schedules.

B. F. Ryan emphasized the importance of materials handling systems, both within the terminal and within the plane. He pointed out that so far, all of the materials handling devices in use were designed for other than specifically loading airplanes.

Air Force will Unitize

The Air Force has a study in progress to change this. So far, the Air Force has decided to unitize shipments on rigid pallets, moved into and out of aircraft on rollers secured to the airplane floor. The master pallet in this arrangement will be 108 inches by 88 inches.

Ryan also pointed out that while there were many similarities between Air Force and civil operators there were also some significant differences. The Air Force is often the airline, the airport operator, and in many instances, the best customer. Economy is important. Efficiency is paramount.

As Ryan expressed it: "we both (the airlines and the Air Force) want to handle cargo as efficiently and as cheaply as possible. The airlines wish to do this to make a profit. If they don't, they're dead. The Air Force seeks this mainly to increase our reaction capability so that we may better support our combat forces. If we don't do our job, we are both dead."

Ray Brady, United, appealed for a careful, fully detailed study of the problems. He proposed that each airport create a group, to serve as a technical committee, to examine each phase in cargo terminal requirements. High on the list of participants of this committee should be the architect, the air carriers serving the point, and other potential lessees of terminal space, such as the Post Office and the Express Agency. He warned of the many variables to be taken into consideration so that the master airport plan would allow for expansion or adaptability to meet changing conditions.

For specific details on what is good for air cargo terminals, Brady referred the Council to the Air Transport Association's Cargo Terminal Facilities Committee report, due to be completed late in June.

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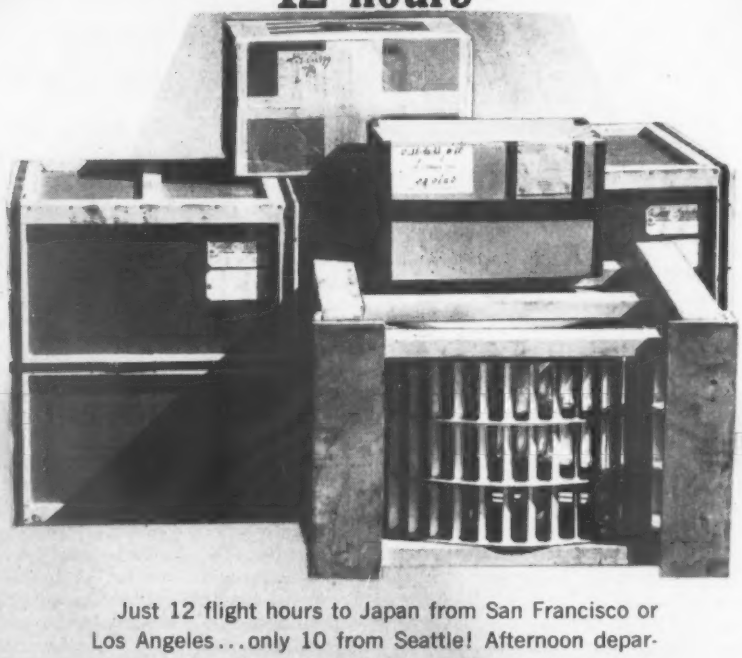
JAL jets it to Japan in just 12 hours



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Los Angeles*...2:30 PM	9:50 PM
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Freight Chief At KLM Says Rates Should Drop

Dirk J. M. Koek of KLM Royal Dutch Airlines is interviewed in The Hague by Anthony Vandyk

DIRK J. M. KOEK, *Manager of KLM's Freight Sales Division, was born in The Hague on July 31, 1929. He joined the company on December 1, 1945, as a clerk in the Rates & Tariffs Dept. On August 1, 1949, he was transferred to the Freight Organization Dept. and on December 7, 1953, he became Deputy Head of the Freight Division.*

He was appointed to his present post on November 1, 1956.

KLM Royal Dutch Airlines is one of the oldest airlines in the world, and one of the busiest in the field of air cargo, reflecting the traditional role of the Dutch as masters of commerce. During 1959, cargo accounted for nearly 18% of the airline's total revenue. Last year, throughout its entire system, the Dutch flag airline hauled 59,600,000 ton miles of cargo.

Q. What is your thinking on the future trend in air cargo rates?

A. We are determined that rates must go down if we are to reap the full benefit from the increased capacity available in the jet age. The jet transport's capacity for freight must be utilized in order to make the aircraft really economic. I am convinced that in the next two years we shall see the rate of 70 to 75 cents per kilogram extended to practically all commodities. I look for a single rate system to be adopted world wide. Certainly on the North Atlantic we should aim to have more break points than we have at present.

Q. Do you feel that KLM will have a need for an all-cargo jet transport in the next few years?

A. I certainly believe that by 1963 or 1964 the development of freight traffic will be such that an all-cargo jet transport capable of carrying a payload of 75,000 to 100,000 pounds will become a must.

Q. Have you any thoughts on the ideal all-cargo jet transport?

A. The ideal type of all-cargo aircraft should be as near as possible to the standard passenger equipment operated by the carrier. It should be provided with special facilities for quick loading and unloading. I should like to see the design of any future freighter take into account the bulky nature of most air freight. All too frequently with present equipment we find we have a surplus of available weight capacity and a shortage of space. This problem is particularly serious westbound due to the large amount of textile traffic that we carry. However, it is encouraging to note that there is a trend toward heavier density traffic such as machinery to travel by air.

Q. Do you plan to convert any of your present piston engine passenger transports into freighters?

A. Yes, we are having Douglas convert two of our DC-7s and ultimately may have another five of these aircraft modified in this way. The DC-7Cs will take over services currently operated with DC-6A and Lockheed Super-H Constellation equipment. We have no plan for replacing the five DC-3s which we use for all-cargo services in Europe.

Q. How many freight salesmen does KLM have?

A. At the moment we have about 80 all over the world including some 30 in the United States. We are planning to add more salesmen to cope with the ever-rising traffic. Our freight salesmen go through an intensive two-week course before going into the field. Quite a few of our salesmen were previously on cargo handling work. We find these men make excellent salesmen since they have a good practical knowledge of the business.

Q. What suggestions have you to improve cargo handling on the ground?

A. Special ground facilities for quick loading and unloading must be developed. It is particularly important that customs facilities be improved so that clearance can take place on a 24-hour basis. At the moment such a service is only available if the customs authorities have personnel available, and if the customer is prepared to pay overtime to the inspectors.

Q. Do you feel it is wrong for forwarders to be paid a lower rate of commission for handling air cargo than for surface cargo?

A. It is certainly practically impossible for an agent only working on air freight to make a living out of it. As air freight is going to develop into a very important transport industry, it is basically unsound that those agents working entirely in the business cannot make a living from it. Certainly when an agent or a forwarder makes more money from sending a shipment by surface transport than by air, he naturally does not put as much energy as he should into promoting air cargo. The solution to this problem is extremely complicated because of IATA and of differing standards and level of development throughout the world.

Q. Where do you expect to see big developments in air cargo?

A. Machinery, electrical equipment and electronic products are likely to become much more important. Later on, I can see a big future for components and supplies for atomic reactors.

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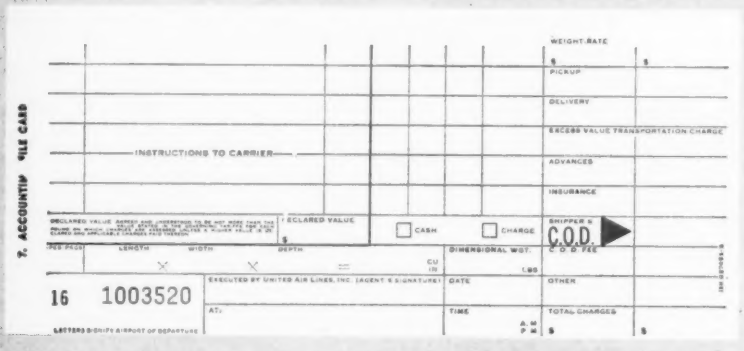
2. ORIGIN STATION COPY

New six part airbill which shippers and airlines will be using this month.


7. ACCOUNTING FILE CARD

WEIGHT-RATE

PICKUP

DELIVERY

EXCESS VALUE TRANSPORTATION CHARGE

ADVANCES

INSURANCE

INSTRUCTIONS TO CARRIER

DECLARED VALUE | CASH | CHARGE | SHIPPER'S C.O.D.

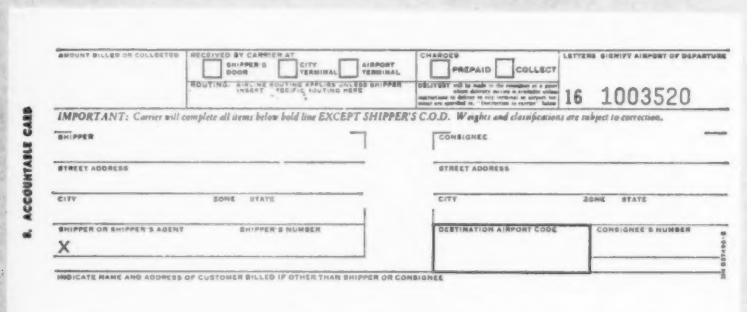
PCS PLUS | LENGTH | WIDTH | DEPTH | DIMENSIONAL WGT. | C.O.D. FEE

16 1003520

EXECUTED BY UNITED AIR LINES, INC. (AGENT'S SIGNATURE) | DATE | OTHER

LETTERS SIGNIFY AIRPORT OF DEPARTURE | AT: | TIME A.M. P.M. | TOTAL CHARGES

Optional accountable card can be used for billing, eliminating detailed invoice.


8. ACCOUNTABLE CARD

AMOUNT BILLED OR COLLECTED

RECEIVED BY CARRIER AT: SHIPPER'S DOOR | CITY TERMINAL | AIRPORT TERMINAL

ROUTING: AIRLINE ROUTING APPLIES UNLESS SHIPPER INSERT "SPECIAL ROUTING HERE"

CHARGES: PREPAID | COLLECT

DELIVERY will be made to the consignee at a point where delivery service is available unless instructions to deliver to said consignee at airport are specified in "Instructions to Carrier" below.

LETTERS SIGNIFY AIRPORT OF DEPARTURE

16 1003520

IMPORTANT: Carrier will complete all items below bold line EXCEPT SHIPPER'S C.O.D. Weights and classifications are subject to correction.

SHIPPER

CONSIGNEE

STREET ADDRESS

STREET ADDRESS

CITY ZONE STATE

CITY ZONE STATE

SHIPPER OR SHIPPER'S AGENT SHIPPER'S NUMBER

X

DESTINATION AIRPORT CODE

CONSIGNEE'S NUMBER

INDICATE NAME AND ADDRESS OF CUSTOMER BILLED IF OTHER THAN SHIPPER OR CONSIGNEE

Prepunched accounting card acts as a record for the airline originating a shipment.

THE NEW REVISED AC-1 domestic airbill, which the scheduled airlines will introduce this month, is expected to ease a lot of headaches. Designed by a joint Air Traffic Conference subcommittee composed of operations and accounting personnel, the document is approximately one half the size of the old airbill.

Information has not been compromised. The revised bill achieves an estimable goal—it reduces the oversized spaces on the old bill and incorporates additional information on the new.

Physically, the airbill will make its debut in a six part manifold interleaf form which simultaneously permits the preparation of a: (1) shipper's receipt, (2) origin station copy, (3) carrier accounting copy, (4) invoice, (5) delivery receipt and (6) consignee's memo.

Accounting Simplified

The form can also be repeated on an additional back copy made up of two tab cards which can be prepunched by airlines desiring to use machine accounting procedures.

These cards include an accounting file card and an accountable card, identified by preprinted numbers.

They are designed to simplify airline accounting procedures and are used to set up accounts receivable and payable data.

The accounting card is always retained by the airline originating the shipment. This card is punched for billings, origin, destination of shipment, pounds and mileage.

The airline then lists the card in

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Add it up...low rates, dependable service and kid glove handling at jet speed to 51 countries on all six continents...and it totals up to the fact that BOAC is the best buy for your cargo. So, when you're counting on delivery to world markets, remember, time is money. And it's money earned when you specify BOAC to your freight forwarder or BOAC Cargo Agent. BOAC offers frequent direct service from New York, Boston, Chicago, Detroit, Honolulu, San Francisco, Montreal, Toronto.

World Trade By Jet

B·O·A·C

takes good care of your cargo

In association with Air India, BWIA, Qantas and TCA.

Acceptance Guaranteed . . .

accounts receivable if the airline both originates and completes the shipment. Interline moves are listed as receivable from another carrier.

The accountability card can be used as a billing instrument on interline shipments, eliminating the necessity for detailed invoice listing. It is always retained by the airline which flys the shipment to destination.

An airline both originating and completing the shipment would keep both the accounting file and the accountability cards.

Space Savers

Filing space will be noticeably reduced—size of the new form is a compact 8½ x 7¼ inches as contrasted to the old measurements of 8½ x 11 inches. The airlines feel that the form will result in simplified filing and handling.

The larger airlines especially like the adaptability of the airbill optional tab cards to mechanization. They feel that card key punching and filing time can be drastically cut.

These hopes are not premature. Three airlines—American, Trans World and United—successfully tested the document last summer. Little difficulty in acceptance was encountered.

The American Airlines' sales staff, on the whole, found the airbill a definite advantage over the longer form. Comments from the AA sales people ranged from ". . . a much needed improvement over the cumbersome old airbill" to "like the new airbill but think top is too cluttered."

Trans World Airlines found that shippers, as well as field and accounting personnel, "appeared to have little difficulty adjusting to the new format . . ." For the most part, the new forms were accurately completed and successfully utilized.

United Air Lines sent 50 of the new bills to Emery Air Freight for appraisal. Although Emery found some difficulty in the size of the commodity description box, the forwarder informed United that "the bill was complete and served our purpose."

Emery's Chicago office applauded the reduction in filing space afforded by the new document. It estimated that filing space could possibly be cut in half by the new development.

UAL, on its part, felt results of the test were favorable. IBM cards used by the airline during the test provided satisfactory results in two areas, online accountability and as an accounts receivable debit card on credit shipments. A great deal of key punch time was saved.

In addition, United found the new forms cheaper. The airline was quoted a price of $15.75 per thousand, compared to a bill on the old form of $21.25 per thousand.

Payoff In Dollars

During the test period, one airline estimated that rearrangement of airbill copies resulted in savings of 180 man hours or $450 a year.

The new airbill offers several new wrinkles.

The origin station copy is now in number two position compared to number six on the old form. This new spot should smooth handling at the origin station.

A column for commodity group number has been added.

Cubic measurements can be provided in more detail. An enlarged and encircled airbill copy number will provide easier readability.

All members of the shipping community should find that the face lifting will make the bill easier to handle.

1. CARGO CAPACITY: Capital's enormous fleet blankets the east with over 100 flights every day.

2. JET-POWER: Capital offers more jet-powered flights between eastern cities than any other airline.

3. NIGHT FLIGHTS: Capital operates a full pattern of Nightcoach service—more cargo capacity when you need it, where you need it.

CAPITAL AIRLINES

Carrier Round-Up

Continental Airlines, in May, beefed up daily jet cargo capacity by more than 30% through the introduction of five new combination nonstop Boeing 707 jet flights. The new schedules operate on routes, serving Chicago, Los Angeles, and Denver. They include two flights from Chicago to Los Angeles, one from Los Angeles to Chicago, one from Los Angeles to Denver and one from Denver to Chicago. CAL estimated that the new flights raised jet cargo capacity to 400,000 pounds daily.

In April, CAL's cargo ton miles rose to 570,000 from the 291,000 reported in the same month a year ago.

The Flying Tiger Line has recorded a loss of $623,688 for the nine months ended March 31, 1960, against a profit of $1,275,614 for the same period last year. The dip was attributed to a slide in contract revenues which declined 49% to $8,143,951 compared to $15,845,972 the year before.

At the same time, air freight revenues, during the nine months, jumped to $11,154,702 for a 14% gain over the $9,778,141 reported in the previous period.

American Airlines is offering shippers a new all-cargo DC-7 flight from Newark to Detroit and Dallas. The AA airfreighter, which can handle approximately 15 tons of cargo, leaves Newark each weekday at 10:55 p.m., arriving in Detroit at 12:18 a.m. and in Dallas at 6:43 a.m. The flight also stops in Chicago at 2:48 a.m.

KLM Royal Dutch Airlines has begun daily DC-8 jet service to Europe from New York. Daily departures to Amsterdam originate from Idlewild Airport at 12:30 a.m. On July 13, the carrier will start direct jet service to Europe from Houston, Texas with two flights per week.

Trans Caribbean Airways, in April, increased freight almost threefold over the same month last year. Freight increased from 142,633 to 397,680 ton miles, for a 180% gain.

Pan American-Grace Airways has scheduled twice-a-week DC-8 jet service between Buenos Aires and New York via Lima, Panama City and Miami.

Airfreight Service Corp., an international air freight forwarder based in New York, has opened a branch office in Miami, Fla. New office is located at 4507 N.W. 7th Street. Telephone number is HIland 4-5483. Jose Machin, who has been named Miami manager, will direct the office's export operations.

Pan American World Airways has inaugurated service linking New York and Brasilia, the new capital of Brazil, with one Boeing 707 jet flight a week. The roundtrip flight will depart New York each Tuesday morning and depart Brasilia the following day with a stop at Port of Spain, Trinidad en route to New York.

Emery Air Freight says it has issued international air freight rates which establish a new low minimum of $5, as well as new specific and general commodity rates. "On shipments of the

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most common weights, under 100 pounds," Emery says, "you now save as much as 20% under airlines air freight rates."

Emery has also carried its 3 millionth shipment. Milestone was reached when the forwarder handled shipment of radios, hi-fi's and television sets between Metuchen, N.J. and Chicago.

Japan Air Lines, on August 12, will begin DC-8 jet service between San Francisco and Tokyo and on September 5 between Los Angeles and Tokyo. Both schedules will operate via Honolulu. Next fall, the carrier will offer Seattle-Tokyo and Tokyo-Hong Kong jet service and by mid-October JAL will be flying all jet transpacific service.

Braniff Airways reports a company record for cargo carried on the Boeing 707. One of the airline's big jets flew 18,052 pounds of cargo along with a load of 104 passengers between Dallas and San Antonio.

The cargo shipment included 15,282 pounds of air freight and 2,770 pounds of mail and baggage. The bulk of the cargo consisted of pharmaceutical supplies.

Iberia Air Lines has concluded final purchasing arrangements for three DC-8 jets.

In the 11 month period up to March 31, **Air France** registered 497,500 freight ton miles and 252,500 mail ton miles.

Air Express International Corp. showed a net profit of $101,500 for the calendar year 1959. Gross billings reached $11,925,000 for a 29% increase in business over 1958.

Chester M. Mayer, AEIC's president and chairman of the Board, remarked that: "Our air consolidation business jumped 39% over the preceding year. Quite by coincidence, the revenues derived from consolidated traffic formed 39% of the total company revenues. Poundage in AEIC service rose 34% in the same period."

Western Air Lines is flying six daily Boeing 707 jet flights along the Pacific Coast. Two operate nonstop between Seattle-Tacoma and Los Angeles, two stop at Portland and two at San Francisco.

Pacific Northern Airlines is using the new all-metal Premere Kennel for the shipment of pets. The airline selected the unit after a thorough study of all types available. PNA says the unit incorporates the latest concepts in the safe handling of animals and is thoroughly sanitary.

CAB

Bureau Brief In Cargo Case Amplifies Anti-subsidy Stand

The final brief submitted by Civil Aeronautics Board's Bureau of Air Operations in the Domestic Cargo Mail Service Case conforms closely to the earlier tentative position, but has added the reasoning behind the staff's stand.

Bureau counsel again argues against any subsidy for the all-cargo carriers. The same recommendations are there —no subsidy for the all-cargo airlines; their certificates should be renewed (with the exception of AAXICO); flag stop service on all-cargo flights could be available to shippers who are not on regular routes; and it would be possible to provide all-cargo flag stop service to and from domestic military installations.

The bureau based these recommendations on the public need for the all-cargo airlines' services. The brief emphasizes this point: "Public need vis-a-vis the subsidy problem is the central issue throughout, and the determination as to subsidy eligibility necessarily bears heavily on the bases for all other recommendations."

The bureau simply found no public need for the subsidy of the all-cargo carriers.

Reasonable Cost Cited

The brief, which has been submitted to Examiner Merritt Ruhlen, pinned the major block to subsidy on "reasonable cost. Arguments," it concluded, "that there may have been a time in the past when subsidy for them (the all-cargo lines) would have advanced the growth of air freight, or that there may be, with the advent of new equipment, such a time in the future do not meet the present issue to be resolved."

Bureau counsel noted that the combination airlines, which offer both passenger and cargo service, are subsidy free. Touching on other segments of the airline industry, the bureau observed that in the case of the local service and helicopter industry, the choice was either subsidy or no service. The report made it clear that the question of service did not pose any problem in the area of air freight.

Considering the implications of subsidy and the public need, the Bureau took a look at the future. It saw "a future not limited to or by the past." Ample evidence indicated that aircraft are and will continue to be available to cope with any extreme upsurge in air cargo volume. Any retardation, the staff said, lies elsewhere. The brief held that "scheduling, ground handling, containerization, palletization, over-the-road and pick-up and delivery trucking, and, perhaps, primarily, hard aggressive selling must all keep pace with more efficient, higher capacity aircraft, and the promises which these aircraft bring of the possibility of substantial rate reductions."

The staff paper subscribes to the belief that future growth in the air cargo industry will have much to do with future prospects. Illustrating this point, Bureau counsel said: "Cities and individual shippers do not warm up to air freight when the service is sporadic and they are less than enthusiastic when service is withdrawn."

Although it turned down the subsidy bid, the staff had some warm words for the all-cargo lines. The brief readily conceded that the all-cargo carriers could take some credit for the increased interest in air cargo. It said: "To the useful transportation services that the all-cargo carriers have provided, and that two of them are still providing, the all-cargo carriers are in the foreground of new equipment planning and the bureau urges the examiner to give weight to these facts and the role that all-cargo carriers hold as an economic spur to competitors who at times have had less than an active interest in air freight."

Cargo Lines Renewal

With this in mind, the brief urged renewal of the certificates held by The Flying Tiger Line, Riddle Airlines and Slick Airways. Points named in their certificates would be limited to cities where these carriers have "shown achievement." Additional points could be served, under the bureau proposal, only if the all-cargo carriers further develop their present markets and move forward in the truck-air and flagstop services to the point where additional markets area warranted as certificated points. If these conditions were met, certificate proceedings would then be open to the all-cargo airlines.

Bureau counsel found nothing to recommend AAXICO's renewal. On

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the contrary, he found that AAXICO would not be missed by the shipping community.

"This carrier," the brief said, "made no effort to get its previous shippers to testify in the case nor were they consulted with reference to the suspension . . ." Continuing, the bureau pointed out that while AAXICO could resume service to hand picked markets, if subsidized, it did not project either new equipment or reduced rates through the first half of the 1960s. The conclusion, "certification on AAXICO's terms should be out of the question."

The next step in the proceeding is up to Examiner Ruhlen who must consider the bureau brief as well as the legal positions of all the air carriers. At press time, faced with a mountain of legal data and testimony, he could not even venture a guess as to when his initial decision would be forthcoming.

Shippers-Wings Merger Runs Into CAB Opposition

The Wings and Wheels-American Shippers merger is by no means a certainty. William E. McCollam, enforcement attorney in the Civil Aeronautics Board's Office of Compliance, has asked the Agency to block the consolidation of the two forwarders. In addition, one of the parties—Wings and Wheels—has given some indication that it would just as soon pick up its marbles and go home.

CAB's McCollam points out that under terms of the agreement, Wings, a Chicago based forwarder, acquired the right to and use of American's name, goodwill, terminals, telephone numbers and all ground facilities. In exchange, Wings agreed to deliver and account for Shippers' intransit shipments. Wings was to pay American $1250 a month until the sum of $150,000 had been paid. American Shippers, McCollam says, further agreed to make available to Wings its customer lists, payroll records, personnel files, shipping documents and other records relating to the transportation of freight.

The compliance attorney feels the agreement flatly violated the Federal Aviation Act by not complying with provisions under Section 408, the section which specifies that air carriers must obtain prior Board approval for any control or merger maneuver. As a remedy, he called for a restoration of the *status quo ante* by a complete divestiture of all rights and assets which each party had acquired under the agreement.

Wings raised some eyebrows by revealing that the two parties "are now conducting negotiations which may result in the restoration of the *status quo ante* sought by the complaint." The forwarder would not admit any violation of Section 408.

Enter American Shippers, which pleaded good faith and asked the Board to waive provisions of Section 408. The Los Angeles based forwarder said that indeed negotiations were taking place. But what was afoot was not necessarily to Shippers' liking. "Wings and Wheels," Shippers said, "informed Shippers that it was unilaterally withdrawing from the agreement, but then retained and still retains control of Shippers' telephone exchanges though it did vacate Shippers' premises. Shippers has not engaged in any discussions with W&W looking toward cancellation of the agreement."

Moving for dismissal of the compliance petition, Shippers said it knew no way the *status quo ante* could be restored "especially since W&W has had access to Shippers' customers' list and is presently soliciting their business and has had effective control of Shippers since April 11."

In a later development, American Shippers surrendered its letter of registration as an indirect air carrier to the Board, and the forwarder's credi-

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tors have forced a filing of involuntary bankruptcy. As a result, Shippers is no longer subject to the Act.

At deadline, it was not yet clear whether CAB would move against Wings and Wheels or declare the whole proceeding moot.

Overseas Airlines-DOD To Continue Talks

The Civil Aeronautics Board has approved extended talks between four airlines and the Department of Defense and other interested government agencies aimed at resolving present and future government air transportation requirements. The Board said the four carriers—Northwest, Pan American World, Seaboard & Western and Trans World airlines could continue the discussions for ninety days.

In granting the extension, the Board emphasized that it expected to be kept up to date on the discussions, stating that failure to do so could provoke possible anti-trust actions. CAB noted "that the last meeting for which minutes have been filed with the Board was one taking place in November, 1959. Should there have been meetings since that date, CAB said, for which minutes have not been filed, or should the carriers have utilized procedures other than multilateral meetings, for which no minutes or records have been made and filed with the Board, to arrive at their proposals or to negotiate with the Defense Department, a question may later be raised as to whether any immunity from any possible violations of anti-trust law would flow from our order of approval."

CAB Withdraws Subsidy Bid; Board Drops Investigation

The Civil Aeronautics Board, acting on a request by Capital Airlines, has withdrawn that airline's application for subsidy and dropped a proposed investigation stemming from the application.

In a statement announcing Capital's decision to drop the subsidy request, the carrier's president David H. Baker revealed that the action was prompted by "a recent policy pronouncement that CAB would entertain fare increases for the industry, enabling carriers such as Capital to attain a fair rate of return on its investment."

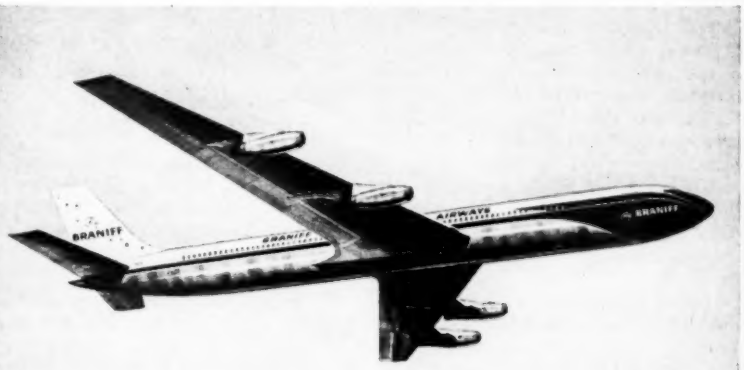
Acting on the Baker notice, the Board concluded that both proceedings should be dropped. CAB said "the carrier's management should be afforded every reasonable opportunity to work out its problems." However, CAP was put on notice that the CAB "intends to follow closely future developments with respect to Capital's efforts to deal with the difficulties with which it is confronted."

Air Forwarders See Danger In Trucker Applications For Forwarding Authority

Several air freight forwarders have expressed growing concern over applications by a number of motor carriers and truckers for air freight forwarder authorization. The applications, pending before the Civil Aeronautics Board, recently came under legal fire from Washington, D.C. attorney Louis P. Haffer.

In a letter to CAB Chairman Whitney Gillilland, Haffer, representing a battery of five air freight forwarders, called for an evidentiary hearing on the surface applications.

Citing a "grave problem of public interest," Haffer maintains "there is a basis for believing that applicants are not seriously interested in any present expenditure of effort or financing and the development of air freight, but intend to hold any authorization until existing forwarders have made it profitable for them to enter the field."



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The letter further charges that the applicants would maintain interest in their first love—surface cartage—to the detriment of air freight development. Haffer points up the possibility of diversion from air to surface without notification to the shipper. The savings, he warns, might be used to lower "air" freight rates uneconomically.

Smith Files Tariffs For Two Alaskan Lines

B. H. Smith, domestic scheduled airlines cargo tariffs agent, has filed a new specific commodity tariff to apply between the U.S. and Alaska and between points in Alaska. Smith filed the tariff to become effective June 1 for Alaska Airlines and Pacific Northern Airlines, consolidating rates and provisions formerly offered by the carriers in their own tariffs.

The new consolidated specific commodities tariff will not replace or cancel Alaska's Deferred Air Freight Tariff.

The minimum charge for Alaska Airlines will be $1.50 per shipment between points in Alaska. PNA's intra-Alaska minimum charge per shipment is $2.00.

Between the U.S. and Alaska, the minimum charge is $5.00 for Alaska Airlines. Over the routes of PNA the U.S.-Alaska minimum is $2.00.

Pennsylvania Railroad Urges Nonsubsidy Stand In Domestic Cargo Case

While admitting the public need for air freight service, The Pennsylvania Railroad contends that such a need is not an absolute. The railroad, filing its views in the Domestic Cargo Case, states the need for air freight is a relative one in which the procedure of service together with its quality determines the need."

Arguing against subsidy for the all-cargo airlines, the Pennsylvania, in its legal brief to Examiner Merritt Ruhlen, says the "all cargo carriers are not fulfilling any need that the existing certificated carriers and the service agencies are unable to adequately service."

Airlines Raise Furor Over Baltimore Decision

A hue and cry has been raised by the airlines over Civil Aeronautics Board's decision in the Washington-Baltimore Adequacy of Service Investigation. Repeated references to the Board's lack of authority to rule as it did indicate that the case will be appealed to the courts unless the Board reverses the order.

Main bone of contention is a requirement that the airlines consult with the Board's Bureau of Air Operations on providing more service in accordance with the order issued in the case. The airlines feel this is illegal since it represents government incursion into scheduling, a prime management function.

Delta Service To Charlotte Extended for Two Years

Authority of Delta Air Lines to originate or terminate flights at Charlotte, N.C. has been extended for two years, subject to certain conditions. The Delta flights must serve Dallas or Fort Worth via Atlanta and must be part of the interchange between Delta and American Airlines. The Civil Aeronautics Board turned down a request of Delta to broaden the authority.

CAB BRIEFS

Mohawk Airlines has been exempted to provide one daily roundtrip between Rochester, N.Y. and Erie, Pa. provided the trip originates or terminates at Erie.

Southern Airways has been allowed to fly nonstop between Panama City, Fla. and Birmingham, Ala. until June 15, 1961.

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For full details, call your cargo agent or the nearest office of Pan American World Airways, Sales Agent for Panagra.

PANAGRA

WORLD'S FRIENDLIEST AIRLINE

The Board has dismissed an application filed by **Shulman, Inc.** which sought approval of the continued use of the trade name, Pacific Air Post. The Board pointed out that Shulman has decided to abandon the enterprise and has disposed of all mailing equipment in connection with the service performed by Pacific Air Post.

Operating authority of **Universal Air Freight Corp.,** a New York based forwarder, has been revoked without prejudice. The Board found that Universal had failed to perform interstate air transportation services for a period of two years.

CAB has cancelled the foreign air carrier permit of **Aerovias Ecuatorianas, C.A. (AREA),** an Ecuadorian airline. The Agency pointed out that the Government of Ecuador had withdrawn the authority of AREA to operate the route between the U.S. and Ecuador.

Capital, Delta, Eastern, National, Northeast, Northwest and **Trans World** airlines have received two year exemption authority to operate between Miami and Ft. Lauderdale on their respective routes.

Air India International has been cleared to serve New York, N.Y. as a point on its international route through New York International Airport.

National Airlines has received exemption authority to operate all-cargo flights nonstop between points on its Route 31 and Marianna, Fla. until July 31, 1960. Authority was granted to permit NAL to provide service for the transportation of gladioli shipments from Marianna to Philadelphia and/or New York.

CAB CALENDAR

JULY

July 14—**Lake Central Airlines Renewal of temporary points,** hearing, tentative (Docket 10030).

July 18—**Re Northern Consolidated's King Salmon service,** hearing, tentative (Docket 6093).

July 26—**Lanica Renew foreign permit,** hearing, tentative (Docket 11216).

SEPTEMBER

Sept. 26—**Reopened Pan American Mail Rate Case,** hearing, tentative (Docket 1706-A).

Sept. 27—**Southwestern Area Local Service Case,** hearing, tentative (Docket 10758 et al).

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EDWARD E. SKINNER

ROBERT P. LEDOUX

LT. GEN. JOE W. KELLY

PEOPLE

An Eastern Air Lines veteran, **Edward E. Skinner,** has been named the carrier's manager-cargo sales. Skinner, who joined EAL in 1931 as a traffic representative, helped to organize the airline's air freight operations in 1946. Subsequently he held various posts concerned with the sales and traffic problems of air mail, air express and air freight.

Skinner succeeds **William J. Wilhelm,** who will fill the new post of manager-cargo services. Wilhelm will work towards improving the facilities, equipment and procedures used for transporting air cargo. He will stress quality of service, while Skinner will concentrate on developing new markets.

Both men will be headquartered at Eastern's home office in New York.

Robert P. Ledoux, new cargo sales manager at Air France, is directing cargo sales of the carrier's North, Central American and Caribbean division. He will supervise all cargo sales and promotion activity in his division. His offices will be in the Air France Building at 683 Fifth Avenue, New York City.

Ledoux, who has been in the cargo field since 1947, was formerly cargo traffic manager of the division.

Lt. General Joe W. Kelly has been named commander of the Military Air Transport Service. He replaces **Lt. General William H. Tunner,** retired.

Kelly's prior command was at the Air Proving Ground Center, Air Research and Development Command, Eglin Air Force Base, Florida. Before assignment to Eglin, he was director of legislative liaison in the Office of the Secretary of the Air Force, Washington, D.C. In this capacity, he was responsible for the planning and development of public laws affecting the U.S. Air Force, and for supervision of Air Force relations and liaison with Congress.

Russell Thayer has been appointed to the newly-created post of director military traffic, by American Airlines. The new post is one of four established in a recent alignment of the airline's air freight department along individual product lines.

Thayer will be responsible for development of traffic from the Department of Defense and will also coordinate development of traffic from all other branches of the government. He will also supervise the movement of household goods by air freight.

Another appointment at AA moves **C. D. Loveless** up to director cargo field performance appraisal. Loveless, whose last post was manager, cargo procedural development, joined AA in 1934 and has held supervisory positions on the cargo staff since 1950.

Charles Kreigh has joined Airborne Freight Corporation as district sales manager in St. Louis. In his prior position, Kreigh acted as manager of Emery Air Freight Corp.'s office in the same city.

George H. Vottler has been appointed regional sales manager for Seaboard & Western Airlines in Los Angeles, California. His office is located at 523 West 6th Street, Los Angeles.

Vottler accepted his appointment after an eight year period of service as western regional manager of the Air Transport Association.

The Flying Tiger Line announces a host of new assignments. Appointed to new posts across the nation were: **Walter Bowman,** assistant sales manager, Newark; **Ray Keiser,** assistant sales manager, San Francisco; **Larry McFarland,** assistant sales manager, Los Angeles; **Bob Hendricks,** district sales manager, Portland; **Bill Wright,** district sales manager, Binghamton; and **Jim Haggerty,** district sales manager, Hartford-Springfield.

At Continental Airlines, **Douglas Macomber** has been boosted to the newly created position of district cargo sales manager, Los Angeles. Macomber, who was previously supervisor of air freight accounting at CAL's Denver headquarters, will direct sales in the state of California.

Gerald J. Godbout has left his position at Capital Airlines as marketing comptroller to take the post of director, mail and express for the Air Traffic Conference, a division of the Air Transport Association.

Des Goodwin has been advanced to corporate traffic manager by the Burroughs Corporation. He succeeds T. W. Kimmerly, who retired from the firm after 41 years service.

New Products and Processes

Tilted and partially extended, the Tedco truck with load aboard, returns to normal.

Tilt-top Truck Permits One-man Loading

A tilt-top truck, originally developed to replace the conventional automobile wrecker, holds promise of solving some of the air freight materials handling problems. Being demonstrated around the country by the Transportation Equipment Development Corp. of Washington, D.C., is a flat-bed truck equipped with a hydraulic winch. The unusual thing about the truck is that the flatbed platform can slide eight feet to the rear and be tilted to a 12 degree angle until the platform touches the ground.

Inventer is Joseph Klosek, "Oriskany Joe" of the Oriskany Garage, Utica, NY.

Tedco officials explained that the ability of the bed to slide as much as eight feet makes a handy "bridging" device. Furthermore, heavy containers

(Continued on page 32)

With bed fully extended, the new truck easily bridges eight feet.

In the normal position, simply a 16-foot, flat bed truck.

SAS
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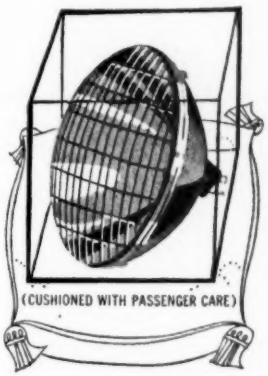

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(Continued from page 31)

or pieces of equipment may be loaded aboard the truck by one man without the requirement of fork lift or other hoisting equipment. The bed is simply titlted and one end is lowered to the ground. The winch pulls the load aboard; the flatbed is returned to a normal position, and the load is ready to be hauled anywhere.

Where the truck is to be used frequently for this sort of work, Tedco says it is a simple matter to lay roller conveyors on the bed.

Cost of the unit, in its present form runs about $3,000, installed. A truck with this installation will cost about the same as a conventional wrecker.

To move further into the materials handling realm, particularly for loading cargo aboard non-truck-bed height aircraft, the new truck can be modified to incorporate high lift capability without destroying the tilt and slide features.

For further details, contact Robert W. Johnson, Transportation Equipment Development Corporation, 1625 Eye St., NW, Washington 6, D.C.

Tab Cards Handling Eased With New System

Magne-Tab Division of Business Efficiency Aids has come up with an automatic visual tab card system. The system permits faster finding and filing of tab cards—up to 60% faster in some operations. Magne-Tab cards have a permanent built-in magnetic action

which causes the cards to repel each other at the touch of a finger. Twenty or more cards fan-out automatically in the file trays, exposing the top edges of all twenty cards, with sufficient space between each for easy removal. Based on the principle that the eye is quicker than the hand, Magne-Tab cards permit faster filing by eliminating manual "thumbing" and finger-

fumbling to separate and locate cards. Actual demonstrations have proved that Magne-Tab can cut labor costs by up to one-half or better.

For additional information, contact Magne-Tab Division, Business Efficiency Aids, Inc., 8114 N. Lawndale, Skokie, Illinois.

New Package Conveyor Speeds Baggage Handling

B. F. Goodrich Company has manufactured a new baggage or packaged cargo handling conveyor belt. The belt system runs at several levels, carrying traffic up grades and around turns faster than the conventional package handling conveyors. It will handle 32 bags a minute on an in-bound and out-bound system. The speed of the belting is controlled at 75 to 362 feet per minute. Eight sections carry baggage on declines and inclines up to 25 degrees and are equipped with Griptop belting. Hundreds of rubber fingers on each foot of the belting permit items to ride up or down the slopes without slipping. For each turn the belting is spliced in pie-shape sections to operate smoothly in the desired arc. Tapered rollers beneath the turns allow the belt surface to move without a ripple.

Belt surface on the main conveyor line is 24 inches wide, two sections, each five feet wide are located in the out-bound conveyor system.

Goodrich says the new belt construction, using a unique combination of fabrics and rubber, allows for increased belt speed required to haul baggage and packaged cargo faster and more efficiently than heretofore.

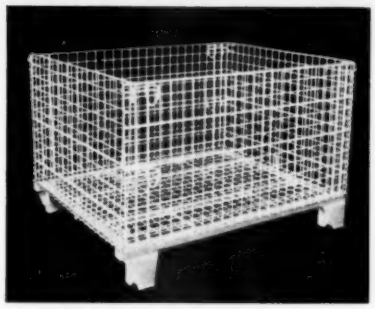
United Air Lines has the conveyor belt system installed at San Francisco to speed up baggage handling service in line with the jet service.

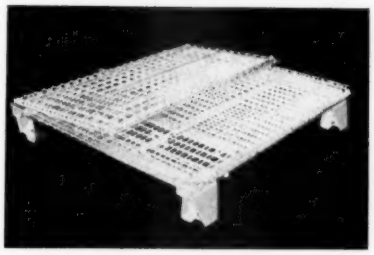
For additional information, contact B. F. Goodrich Industrial Products Co., division of the B. F. Goodrich Co., Akron, Ohio.

Republic Wire Mesh Box Collapses to Pallet Size

Republic Steel Corp., Berger Division, has developed a collapsible wire mesh box for use on production lines, shipping or warehouse storage. The wire boxes, which fold to pallet height, are available with capacities of either 2,000 or 4,000 pounds.

Called "Loadtainers," the boxes are fabricated from 2-gage, 70,000 psi minimum tensile strength wire welded into 2-inch by 2-inch spacing. The sides are helixed to the ends at opposite corners for easy folding, and also to the deck section for extra strength. The deck uses ⅞-inch by 1½-inch hot rolled steel for the end channels and ¼-inch by 1½-inch bar stock spaced across the bottom for additional support. Corners are designed to resist shock and the steel legs, welded to each corner of the base frame, are said to be practically indestructible.





To obtain the 4,000 pound capacity, without adding to the size, two vertical reinforcing wires are welded to each corner and two horizontal wires to each end and side.

For further information, write Republic Steel Corporation, 1038 Belden Ave., N. E. Canton 5, Ohio.

Fork Lift Stabilizer; Universal Clamp

Lewis-Shepard has developed a new load stabilizer attachment for handling all types of loads that cannot be nested or tied together. The stabilizer consists of three independent, articulate contact plates which provide even distribution of clamping force over a 34-inch square area. The stabilizer has a vertical stroke of 24 inches, ranging from a minimum opening of 40 inches above the forks to a 64-inch maximum. Three sponge rubber lined pads hold loads even when tilted outward to 11 degrees. The stabilizer is available on all Lewis-Shepard fork trucks.

Another new development by Lewis-Shepard is the master universal clamp for handling both palletized and non-palletized loads. Hydraulically operated arms have a clamping range from

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18 inches to 46 inches or from 23 inches to 60 inches depending on material handled. The clamp can lift, transport, stack and unpile bales or cases unsupported when the hydraulic side clamping feature is used. All controls for operating the clamping arms are located at the drivers compartment.

For information on the stabilizer, write Department R10-24; on the universal clamp, write Department R10-22, Lewis-Shepard Products, Inc., 125 Walnut Street, Watertown, Mass.

Hydraulic Pallet Truck From Raymond Corp.

The Raymond Corporation has expanded its line of hydraulic hand pallet trucks. Called "Pal Jac," the new model comes in two standard widths 21-inch and 27-inch with fork lengths of 32 inches, 36 inches, 42 inches and 48 inches. It has a capacity of 2200 pounds. The truck is fully hydraulic; forks are raised by pumping the towing handle. The elevation range is from 3¼ inches to 7¾ inches for a total lift of 4½ inches. It has booster rolls at the ends of the forks for pallet entry and a tapered runner. The standard 27 inch wide model with 48 inch forks weighs only 250 pounds.

For additional information, write The Raymond Corporation, 13-182 Madison Street, Greene, N.Y.

Yale Offers Fork Truck Rated At 22,000 Pounds

Yale Materials Handling Division, The Yale & Towne Manufacturing Company has manufactured two 22,000 pound capacity trucks for its G-5 cushion tire, gas powered industrial truck line. One new G-5 truck is rated at 22,000 pound capacity at a 24 inch load center. The second new model is rated at 22,000 pounds at 27 inch load center. Full capacity here is achieved by extending the wheelbase twelve inches. Both power steering and power-assisted brakes are standard on the new trucks. Steer wheels are mounted on an articulating cast alloy steel axle which provides constant ground contact and increases stability. In addition to standard forks, both new trucks can be equipped with a variety of hydraulic and non-hydraulic attachments for specialized handling jobs.

For more information, write Yale Materials Handling Division, The Yale & Towne Manufacturing Company, 11000 Roosevelt Blvd., Philadelphia 15, Penna.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

ON THE DOCKET

JULY

Western Packaging & Materials Handling Exposition, Pan Pacific Auditorium, San Francisco, Calif., July 19-21.

AUGUST

Air Cargo Inc., Air Freight Cartage Conference, Edgewater Beach Hotel, Chicago, Ill., August 16-18.

SEPTEMBER

IATA, 16th Annual General Meeting, Copenhagen, Denmark, September 12.

IATA, Traffic Conference 1, Cannes, France, September 12.

IATA, Composite and Joint Meeting of Traffic Conferences, Cannes, France, September 20.

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) **RATES.**

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR	NO	Baldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOM	WC	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA	TYler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
		UA	CAnton 7-8141	6,5	200	C	A	AC		.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	JU-9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HEmlock 2-0525	9,19	200	C	A	DHN		.45	.95
		SO	HEmlock 6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N. Y.	ALB	AA	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA	UNion 9-5361	7,8,19	200	C	C	AC		.60	1.40
		FT	ALbany 4-8223	Served Through Newark, N. J.						.60	1.40
		MO	UNion 9-5339	9,3	200	C	C	AC		.60	1.40
		TW	UNion 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	PLaza 3-4232	3	150	C	A	PDX		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 2-5219	3,22	200	A	A	ELP	G	.40	.85
		FL	CHapel 7-1473	3,9	200	A	A	ELP		.40	.85
		TW	3-1709	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9,3	300	C	C	HTR		.75	1.50
		TT								.75	1.50
ALLENTOWN, PA.	ABE	EA	COngress 4-0557	19	200	A	A	PHL	G	.60	1.60
		TW	COngress 4-0597	19	400	A	A	PHL		.60	1.60
		UA	COngress 4-0512	6	200	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL	353	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MRF	TT								No Service Available	
ALTOONA, PA.	AOO	AL	HO-5-2064	3	150	C		PIT	G	.55	1.75
AMARILLO, TEX.	AMA	BN	DRake 6-9373	9,10,52	500	C	C	DAL	G	.80	1.35
		CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CO	DRake 3-4326	22	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. Ⓕ	ANA	IX		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CD Ⓕ		3		A	A	AC			
		NW	41661	6,10,15A	2000	A	A	AC		1.00	2.00
		PN	27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	----	See Detroit, Mich.									
ANNETTE ISLAND, ALASKA	ANN	PAA	ADams 6-8238	6	1500						
ANNISTON, ALA.	ANB	SO	ADams 6-8238	3	100					No Service Available	
APPLE VALLEY	APV	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO	REgent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC								No Service Available	
ARDMORE, OKLA.	AFD	CN		3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	2-2404	3	150	A	C	INT	G	.60	1.20
		DL	AL-2-7601	3	200	A	C	INT		.60	1.20
		PL	AL-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, FI								Apply Huntington Rates	
ASHLAND, WISC.	ASX	NO	MUrdock 2-6653	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	WAlnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SO	LI-81364	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA	POplar 1-8811	3,22,8	250	A	A	C		.50	1.60
		DL	POplar 6-5315	15,9,3,5,10,8,19,1-A,53A	6000	A	A	C		.50	1.60
		EA	POplar 7-0221	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
		NW	POplar 7-9758	52	200	A	A	C		.50	1.60
		RD	POplar 6-2711	1	6000	A	A	C		.50	1.60
		SO	POplar 6-5321	3	200	A	A	C		.50	1.60
		TW	POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW	See Lewiston, Me.									
AUGUSTA, GA.	AGS	DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
		EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1391	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6515	3,22	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBO	QBA		3	400						
BAKER, ORE.	BKE	WC	JAckson 3-5744	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	EXport 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	EXport 9-1771	3,19	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	SAratoga 7-3210	9,15,50A,5	6000	A	A	C	G	.75	1.60
		AL	SOuthfield 6-1010	3,9,19	150	A	A	C		.75	1.60
		CA	SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	SOuthfield 6-2100	8	200	A	A	C		.75	1.60
		EA	MUlberry 5-7718	19,8,10	200	A	A	C		.75	1.60
		NA	SOuthfield 1-0603	9,6	200	A	A	C		.75	1.60

(Continued on next page)

NE - (Service Suspended)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
BALTIMORE, MD. (Concluded)	BAL	PAA	MU 5-1630	50.	600	A	A	C		.75	1.60
		TW	SOuthfield 1-1500	50.	400	A	A	C		.75	1.60
		UA	SOuthfield 1-0709	9,53	300	A	A	C		.75	1.60
		NE	7314	3	200	A	A	C		.50	1.00
BAR HARBOR, ME.	BHB	NE Seasonal	Normandy 7-2573	3	200	C		C		No Service Available	
BARRE, VT.	MPV	See Montpelier, Vt.								Seasonal	
BARTLESVILLE, OKLA.	BVO	CO	FEderal 6-7147	3	200	C	C	MKC		.55	1.10
		CN	636	3	200	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
		EA	Elgin 5-2581	19,9	200	C	C	C		.55	1.25
		SO	ELgin 7-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	WOodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS	See Saginaw, Mich.									
BEAUFORT, N. C.	MRH	See Morehead City, N. C.	PA-8-4734								
BEATRICE, NEB.	BIE	FL	CA-3-5312	3	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	TE-5-7941	9	300	C	A	C	G	.55	1.50
		EA	TE-5-4573	19,9	200	C	A	C		.55	1.50
		TT	TE-5-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	FI	CLifford 2-2314	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	NIR	TT	FL-8-4727	3	150	C				No Service Available	
BELLEFONTE, PA.	PSB	See Philipsburg, Pa.									
BELLINGHAM, WASH.	BLI	WC	REgent 4-4800	3	150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	EMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	PLaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	RDM	WA	LIncoln 8-2118	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO	WA 7-3118	3	200	C	C			No Service Available	
BERLIN, N. H.	BML	NE Seasonal	Milan 2011	3	200	A		LWM			
BERMUDA	BDA	EA	5951	8,10	200			A			
		PAA	1055	6,50	600			A			
BETHLEHEM, PA.	ABE	See Allentown, Pa.									
BIG SPRING, TEX.	BGS	CO	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL	Alpine 2-3466	3	200	A	A	GTF	G	.50	1.25
		WW	Alpine 2-7161	4,6,11	300	A	A	GTF		.50	1.25
		WI	Alpine 2-5161	6	200	A	A	GTF		.50	1.25
BILOXI, MISS.	---	See Gulfport, Miss.									
BINGHAMTON, N. Y.	BGM	EA	9-1546	19.	200	C	C	SYR	G	.45	.95
		FT	Binghampton 9-1591	23.	10000	C	C	SYR		.50	1.00
		MO	7-1263	9,3	200	C	C	SYR		.50	1.00
		TW	9-1576	19.	250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	WOrth 1-6192	3,22,8	250	A	A	C		.60	1.20
		DL	LYric 2-9605	9,5,7	400	A	A	C		.60	1.20
		EA	WOrth 1-4631	8,7,19,9,10,52	200	A	A	C		.60	1.20
		SO	WOrth 1-3737	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FL	CApital 3-3272	3	200	A	A	MSP		No Service Available	
		NO	CApital 3-5640	3	200	A	A	MSP		No Service Available	
		NW	CApital 3-7400	4,6	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	RMI	OZ	5-2840	3,54	200					.45	1.25
BLOOMINGTON, IND.	BMG	LC	VAlley 3-2611	3	200	C					
BLUEFIELD, W. VA.	BLF	FI	DAvenport 7-6141	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL	54	3	200	C	C	SAN		No Service Available	
BOGALUSA, LA.	BKA										
BOISE, IDA.	BOI	UA	Boise 3-2521	5,6,10	400	C	A	SFO	G	.40	1.00
		WC	Boise 2-3661	3	150	A	A	GEG		.40	.85
BORGER, TEX.	BGD	CN	BRoadway 3-2818	3	200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	LIberty 2-5470	9,5,15,10,52,50A	6000	A	A	AC	G	.75	1.50
		AET	HUbbard 2-2025	7	550						
		AL	LOgan 7-6108	9,19	150	A	A	AC		.70	1.40
		AF	COpley 7-5350	7	200	A	A	AC		.70	1.40
		AZ	HAncock 6-2373	10	440	A	A	AC		.70	1.40
		BA		11,8	1100	A	A	AC		.70	1.40
		BOAC			220						
		EA	LOgan 7-4466	8,7,19,10,52	200	A	A	AC		.75	1.50
		FT	LOgan 7-6161	23	10000	A	A	AC		.55	1.25
		MO	E. Boston 7-6600	9,3	200	A	A	AC		.75	1.50
		NA	LOgan 7-7600	9,5,6,52	200	A	A	AC		.75	1.50
		NE	LOgan 7-8300	3,6,22	200	A	A	AC		.75	1.50
		PAA	HU 2-1747	6,10,50	600	A	A	AC		.70	1.40
		TC	LIberty 2-6070	22A	300	A	A	AC		.70	1.40
		TW	COpley 7-7225	8,19,90	400	A	A	AC		.75	1.50
		UA	LOgan 7-4500	5,10,6,15	6000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BLD	See Las Vegas, Nev.									
BOWLING GREEN, KY.	BWG	EA	VI-2-1601	19,9	200	A	A	BNA	G	.35	.90
BOZEMAN, MONT.	BZN	NW	JUniper 6-6026	4	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	SRQ	See Sarasota, Fla.									
BRADFORD, PA.	BFD	AL	2-3551	3,19	150	C				.55	1.50
BRADY, TEX.	BBD	TT	2110	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO	5531	3	200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC	5328	3	200	C	C	C		.50	1.00
BRECKENRIDGE, TEX.	BKD										
BRIDGEPORT, CONN.	BDR	AL	DRexel 8-0421	9,19	150	A		C	G	.60	1.35
BRISTOL, VA.	TRI	CA	SOuth 2510	3	150	C	C	INT	G	.50	1.10
		FI	SOuth 4-2129	3	100	C	C	INT	G	.50	1.10
		SO		3	200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO	MYrtle 2-2721	3	200	A	C	OMA		No Service Available	
BROWNSVILLE, TEX.	BRO	BN	LIncoln 2-7431	9	200	A	A	AC		.35	.75
		EA	LIncoln 6-1694	9	200	A	A	AC		.35	.75
		PAA	2-5360	6	500	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT	6882	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	SSI	DL	107	3	200	C	C	C	G	.40	.85
		EA	MElrose 8-3861	19	200	C	C	C		.40	.85
BRYAN, TEX.	CLL	CO	VI-6-4789	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N. Y.	BUF	AA	Plaza 6007	9,5,15,10,52	6000	A	C	AC	G	.50	1.65
		AL	Spring 4800	3	150	A	C	AC		.50	1.65
		CA	Plaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
		FT	Plaza 3071	Served through CLE/BGM	10200	A	C	AC		.50	1.65
		LC	Spring 8282	3	200	A	C	AC			
		MO	Plaza 3000	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR	See Los Angeles, Calif.									
BURLEY, IDA.	BYI	WC	ORchard 8-7402	3	150	A	A	GFT		No Service Available	
BURLINGTON, IOWA.	BRL	OZ	Plaza 2-4262	3,54	200	A	C	FIA		.50	1.50
BURLINGTON, VT.	BTV	EA	4-6814	7,8,19	200	A	C	AC		No Service Available	
		NE	4-5745	3	200	A	C	AC		No Service Available	
BURNS, ORE.	BNO	WC	5101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	6489	4	200	A	A	GTF	G	.55	1.35
		WA	6555	9	200	A	A	GTF		.55	1.35
CALGARY, ALTA.	YYC	TC	Amherst 9-1381	3,7A,13,22A,12	1500	C	C	C		.50	1.00
		CP	Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA	CHestview 7-0176	6	200	C	C	C		.50	1.00
		WC	CHestview 7-0755	54	150	C	C	C		.50	1.00
CAMBRIDGE, MD.	ESN	See Easton, Md.									
CAMDEN, ARK.	CDN	TT	TE-6-5784	3	150	C				No Service Available	
CAMDEN, N. J.	PAL	See Philadelphia, Pa.									
CANTON, OHIO	CAK	See Akron, Ohio.									
CAPE GIRARDEAU, MO.	CGI	OZ Suspended	5-6064	3,54	200	C	A	STL			

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAPE MAY, N. J.	WWD	AL (Seasonal)									
CARLSBAD, N. M.	CNM	CO	TUxedo 5-2992	J	200	C	C	ELP		No Service Available	
CASPER, WYO.	CPR	FL	23 4-7135	J	200	C	C	DEN		.50	1.35
		WA	J-3777	9	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YCG	CP		9	200	C	C				
CEDAR CITY, UTAH.	CDC	BL	JUniper 6-9741	J,54	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA.	CID	UA	EMpire 4-2481	9,6,5	200	C	C	OMA	G	.55	1.10
		OZ	EMpire 2-1103	J,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE-2-2055	J	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	6-7271	J,54	200		A			.65	1.25
CHARLESTON, Ill.		See Mattoon, Ill.									
CHARLESTON, S. C.	CHS	DL	4-2567	9	300	A	C	C	G	.75	1.50
		EA	4-3311	19,9,10	200	A	C	C		.75	1.50
		NA	SHerwood 4-4256	9	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRW	AA	DIckens 6-6204	9	500	A	A	CVG	G	.55	1.45
		CA	2-8007	J,22,8	250	A	A	CVG		.55	1.45
		EA	DIckens 6-0308	19,7,9	200	A	A	CVG		.55	1.45
		PI	DIckens 6-0691	J	100	A	A	CVG		.55	1.45
CHARLOTTE, N. C.	CLT	CA	EXpress 9-0773	J,22	150	A	A	INT	G	.50	1.25
		DL	EXpress 9-0487	9,8,1-A	4000	A	A	INT		.50	1.25
		EA	EXpress 9-3331	8,7,19,9,10,52	500	A	A	INT		.50	1.25
		PI	EXpress 9-3371	J	100	A	A	INT		.50	1.25
		SO	EXpress 9-7474	J	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YTQ	MAR	7361	1,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	PI	J-5158	J	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA	9-3103	22,8	250	C	C	C		.65	1.30
		DL	OXford 8-7623	9,3	400	C	C	C		.65	1.30
		EA	MA-9-6101	19,9,7,10,52	200	C	C	C		.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499	J,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551	J	200	A	C	DEN	G	.60	1.25
		UA	7-7722	9	200	A	C	DEN		.60	1.25
		WA	8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL.											
Midway Airport	MDW	AA	REliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	STate 1-1250	7	200	A	A	AC		.70	1.75
		BN	POrtsmouth 7-5028	5,9,10,52,1	2000	A	A	AC		.70	1.75
		CA	POrtsmouth 7-2266	J,4,22	250	A	A	AC		.70	1.75
		CMA		5		A	A	AC			
		CO	GLadstone 5-6310	10,22	200	A	A	A		.70	1.75
		DL	POrtsmouth 7-1900	9,5,10,1-A	6000	A	A	AC		.70	1.75
		EA	LIdlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
		FT	POrtsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		LC ⊕	POrtsmouth 7-7180	J	200	A	A	AC		.70	1.75
		LH	ANdover 3-6670			A	A	AC		.70	1.75
		NO	LIdlow 5-1020	J,9	200	A	A	AC		.70	1.75
		NW	RAndolph 6-9562	11,10,4,6,52,2	2000	A	A	AC		.70	1.75
		OZ	LIdlow 5-1952	J,54	200	A	A	AC		.70	1.75
		RD	LIdlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	RAndolph 6-3644	22A	500	A	A	AC		.70	1.75
		TW	DEarborn 2-7666	8,7,19,23	4000	A	A	AC		.70	1.75
		UA	POrtsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		1.00	2.00
O'HARE FIELD	ORD	AA	GLadstone 5-4308	9,5,50A,15,52	6000	C	A	C	G	.70	1.75
		BA	DEarborn 2-7744	10	1100	C	A	C		.70	1.75
		BN	GLadstone 5-4310	5,9,10,52,1,50A	500	C	A	C		.70	1.75
		CA	POrtsmouth 7-2266	J,4,22	250	C	A	C		.70	1.75
		CO	NAtional 5-5445	50	500	C	A	C		.70	1.75
		DL	NAtional 5-6602	9,53	300	C	A	C		.70	1.75
		EA	REliance 5-2211	7,10,19,53,52	200	C	A	C		.70	1.75
		NO	LIdlow 5-1020	J	200	C	A	C		.70	1.75
		NW		6	200						
		PAA	DEarborn 2-4900	50	600	C	A	C		.70	1.75
		TW	DEarborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		UA	POrtsmouth 7-5100	9,5,10,6,53	400	C	A	C		1.00	2.00
CHICO, CALIF.	CIC	FC	FIreside 2-3007	J,19	200	C	C	SFO		No Service Available	
CHISHOIM, MINN.	---	See Hibbing, Minn.									
CINCINNATI, OHIO.	CVG	AA	DIxie 1-5600	9,5,10,15,52	6000	C	C	C	G	.65	1.60
		AX-(Service Suspended)									
		DL	DIxie 1-5884	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60
		EA	DIxie 1-4300	7,52	200	C	C	C	G	.65	1.60
		LC ⊕	DIxie 1-4450	J	200	C	C	C	G		
		PI	GArfield 1-1315	J	100	C	C	C		.65	1.60
		RD-(Service Suspended)									
		TW	DIxie 8974	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	CA	VIctor 2-3531	J	150	C	C	PIT		.70	1.40
CLARKSTON, WASH.	LWS	See Lewiston, Idaho.									
CLARKSVILLE, TENN.	CKV	OZ	IDlewood 9-5188	J,54	200					No Service Available	
CLEARFIELD, PA.	PSB	See Philipsburg, Pa.								No Service Available	
CLEARWATER, FLA.	PIE	See St. Petersburg, Fla.									
CLEVELAND, OHIO	CLE	AA	ORchard 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
		AL	TOwer 2-0216	J,19	150	A	A	AC		.85	1.95
		AX-(Service Suspended)									
		CA	CLearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		EA	CLearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	WInton 1-5777	23	10000	A	A	AC		.85	1.95
		LC	CLearwater 2-5050	J	200	A	A	AC			
		NW	WInton 1-2442	6	200	A	A	AC		.85	1.95
		RD	CLearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	SUperior 1-5595	22A	400	A	A	AC		.85	1.95
		TW	WInton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	CLearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CFT	See Safford, Ariz.									
CLINTON, IOWA	CWI	OZ	CHapel 3-2122	J,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	MO	VAlley 3-2210	J	200	C	C			No Service Available	
CLOVIS, N. M.	CVS	CO	PArter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COD	FL	58 7-4644	J	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	MOhawk 4-5313	J	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL	See Bryan, Tex.									
COLORADO SPRINGS, COLO.	COS	BN	MElrose 4-6321	9,52	200	A	C	DEN	G	No Service Available	
		CN	MElrose 5-1586	J	200	A	C	DEN	G	No Service Available	
		CO	MElrose 3-4688	3,22,10	200	A	C	DEN		No Service Available	
COLUMBIA, MO.	CBI	OZ	GIbson 3-4173	J,54	200			A		No Service Available	
COLUMBIA, S. C.	CAE	DL	4-3186	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603	19	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	FAirfax 7-7458	9,3	400	C	A	ATL	G	.50	1.00
		EA	FAirfax 7-2625	19,9	200	C	A	ATL		.50	1.00
		SO	FAirfax 4-2493	J	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBS	SO	FAirfax 8-4900	J	100					No Service Available	
COLUMBUS, OHIO	CMH	AA	BElmont 1-8277	9,5	600	A	C	C	G	.70	1.75
		AX-(Service Suspended)									
		DL		J,5	300	A	C	C			
		EA	BElmont 1-4529	8,9,10,8	200	A	C	C		.70	1.75
		LC ⊕	BElmont 7-5431	J	200	A	C	C			
		PI	BElmont 7-2585	J	100	A	C	C	G	.70	1.75
		RD (Service Suspended)									
		TW	CApital 1-7866	8,7,19,23	1500	A	C	C		.70	1.75
		UA	BElmont 7-3711	5,6	200	A	C	C		.70	1.75

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CONCORD, N. H.	CON	NE	CApital 5-9531.	3	200	A	A	P&M		No Service Available	
COOS BAY, ORE.	OTH	See North Bend, Ore.								No Service Available	
CORBIN, KY.	LOZ	See London, Ky.									
CORDOVA, ALASKA	CDV	PN	15.	4,8						1.00	1.00
CORNING, N. Y.	ELM	See Elmira, N. Y.									
CORONA, CALIF.	CNF	LX		20.	200						
CORPUS CHRISTI, TEX.	CRP	BN	TU-3-8431	9,52.	500	A	A	C	G	.50	1.00
		EA	TU-4-0331	19,9.	200	A	A	C		.50	1.00
		TT	TU-2-7458	3	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL	LOgan 5-3423.	3	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO	See Albany, Ore.									
CRANBROOK, B. C.	YXC	CP	JU-6-4844	9	200	C	C	C		.25	.60
CRESCENT CITY, CALIF.	CEC	PC	2771.	3,19.	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC	WE-8-4163	3	150	C	C	A		.55	.75
DALLAS, TEX.	DAL	AA	FLeetwood 7-7391.	9,5,15,10,52,50A.	10000	A	A	C	G	.45	1.25
					(6000 Via DL Interchange)						
		BN	FLeetwood 1-5522.	52,5,9,7,10,50A	2000	A	A	C		.45	1.25
		CO	FLeetwood 2-5601.	9,3	200	A	A	C		.45	1.25
		CN	FLeetwood 2-2609.	3	200	A	A	C		.45	1.25
		DL	FLeetwood 2-2631.	1-A,5,10,8,53,15,22	6000	A	A	C		.45	1.25
		TT	FLeetwood 1-5334.	3	150	A	A	C		.45	1.25
DANVILLE, ILL.	DNV	LC ⊕	HIckory 6-4727.	3	200	C					
		OZ	2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA	7640.	19.	200	C	C	RIC	G	.55	1.10
		PI	SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI	See Moline, Ill.									
DAWSON CITY, Y. T.	YDA	CP	CPA	3	200	C	C	C		.25	.60
DAWSON CREEK, B. C.	YDC	CP	55.	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-5511.	9	500	C	A	C	G	.60	1.45
		DL		10,9.	300	C	A	C		.60	1.45
		LC ⊕	Twin Oaks 8-5857.	3	200	C	A	C			
		TW	HE-4053	8,7,19.	400	C	A	C		.60	1.45
		UA	TW-8-3692	5,6	200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CLinton 3-6541.	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA	CLinton 2-0566.	9	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO	Elgin 3-2690.	3	100					No Service Available	
DECATUR, ILL.	DEC	OZ	3-7741.	3,54.	200					.45	1.10
DELTA, COLO.	MTJ	See Montrose, Colo.									
DENISON, TEX.	SWI	See Sherman, Tex.									
DENVER, COLO.	DEN	BN	EAst 2-7761	5,9,10,52	500	A	A	C	G	.55	1.30
		CN	DExter 3-4228	3	200	A	A	C		.55	1.30
		CO	EAst 2-7771	3,5,10,22,50.	200	A	A	C		.55	1.30
		FL	FLorida 5-3515.	3,9	200	A	A	C		.55	1.30
		TW	DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA	DExter 3-7791	9,5,15,6,10,53.	6000	A	A	C		.65	1.50
		WA	EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT								No Service Available	
DES MOINES, IOWA	DSM	BN	CH-3-0711	9	500	A	A	OMA	G	.45	1.00
		OZ	ATlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA	ATlantic 8-6711	9,6,10.	300	A	A	OMA		.55	1.25
DETROIT, MICH. (Willow Run)	YIP	AA Service suspended.									
		CA	WOodward 3-8900	3,4,8,22.	250	A	A	AC		.65	1.75
		EA	LOgan 3-8400.	9,7,10,19,52.	200	A	A	AC		.65	1.75
		LC ⊕	HUnter 2-8481	3	200	A	A	AC			
		MO	HUnter 3-3410	9,3	200	A	A	AC		.65	1.75
		NO	HUnter 2-0620	3,9	200	A	A	AC		.65	1.75
		TW	WOodward 2-7272	8,19,7,50	400	A	A	AC		.65	1.75
		UA	HUnter 3-3440	5,15,10,53.	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA	HUnter 2-6890	9,5,15,10,52.50A.	6000	A	A	C	G	.65	1.75
		AL	WHitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC ⊕	WOodward 3-3435						G	.60	1.45
		DL	CHestwood 4-1500.	53,5,9.	400	A	A	C	G	.65	1.75
		FT	LOgan 2-9520.	2).	10000	C	A	AC		.65	1.75
		NW	LOgan 2-7110.	11,6,10,15A,2	2000	A	A	AC		.65	1.75
		PAA	WOodward 3-0800	50.	600	A	A	AC		.60	1.55
		RU	CHestwood 8-1300.	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N. D.	DVL	NO	MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL	22 4-5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF. ⊕		LI		20.	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	5-1200.	19,9.	200	A	A	PFN	G	.40	.85
		SO	SYcamore 2-2075	3	100	A	A	PFN		.40	.85
DOUGLAS, ARIZ.	DUG	AA	EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOUGLAS, WYO.	DGW	See Casper, Wyo.									
DOVER, OHIO ⊕	PHD	LC	New Philadelphia 4-2729.	3	200						
DUBOIS, PA.	PSB	AL	DAvis 8-2600.	3,19.	150	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	OZ	3-9441.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-6633	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN	ALpine 5-5800	3	200	A	C	DAL		.50	1.00
DURANGO, COLO.	DRO	FL	CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	3-9241.	7,8,19.	200	C	A	C	G	.70	1.50
		PI	91981	3	100	C	R	RDU-R	G		
EARLTON, ONT.	YXR	TC		22A	200	C	C			No Service Available	
EASTON, PA.	ABE	See Allentown, Pa.									
EAU CLAIRE, WISC.	EAU	NO	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MFE	TT	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC	28131	13,3,12,22A,7A.	1000	C	C	G		.50	1.00
		NW	55-2120	6	200	C	C	C		.50	1.00
		WA	GLendale 5-4197	6	200	C	C	C		.50	1.00
		CP	554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE	EPS	SO	25111	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL	Elgin 2-4218.	3,54.	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UN-3-7273	3	150	C		MEM		No Service Available	
ELIZABETH CITY, N. C.	ECG	CA	2396.	3	150	C		C		.40	1.00
ELKINS, W. VA.	EKN	AA	1100.	9	250	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA	REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO	9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	PRospect 8-3301	5,10,52	600	A	C	AC	G	.35	1.10
		CO	PRospect 8-1951	3,5,6,22,10	400	A	C	AC		.35	1.10
		TT	3-1233.	3	150	A	C	AC		.35	1.10
ELY, NEV.	ELY	UA	AMhurst 4-4478.	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 4-5474.	3	200	C	C	MKC		No Service Available	
EPHRATA, WASH.	EPH	WC	SKyline 4-2522.	3	150	C	C	GEG		No Service Available	
ERIE, PA.	ERI	AL	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA	3-1129.	3	250	C	A	C		.40	1.10
		LC ⊕	TEmple 8-2034	3	200	C	A	C			
		MO	3-7754.	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	STate 6-1362.	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA	DIamond 4-4221.	9	300	A	A	OTH	G	.45	.99
		WC	DIamond 5-8506.	3	150	A	A	OTH		.45	.99
EUREKA, CALIF.	ACV	PC	TErrace 9-1521.	3,19.	200	C	C	C		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
EVANSVILLE, IND.	EVV	DL	HArrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA	HArrison 2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA.	FAI	ASA	4220.	3,5	1000					1.00	2.00
		NC									
		PAA	3262.	6,50.	600						
		CP									
FAIRMONT, MINN.	FRM	NO	2198.	3	200			MSP		No Service Available	
FALL RIVER, MASS.	FAR	See New Bedford, Mass.									
FARGO, N. D.		NO	ADams 2-3234.	3	200	A	A	MSP		No Service Available	
		NW	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	DAvis 5-0681.	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FTN	CN	HIllcrest 2-7306.	3	200		A	MKC		.45	1.00
FAYETTEVILLE, N. C.	FAY	NA	HEmlock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI	HEmlock 2-4171.	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FIT	WE	2-6785.	3	200	A	C	OSH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	BL	PRospect 4-7373	3,54.	200	C		DUG		No Service Available	
		FL	PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 5-4037.	3,4,22.	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL	See Sheffield, Ala.									
FLORENCE, S. C.	FLO	EA	5255.	19.	200	C	A	CHS	G	.35	.75
FONTANA, CALIF. ⊕	FON	LX		20.	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP		1,3,6,9	400						
FORT CAMPBELL, KY.		See Clarksville, Tenn.									
FORT DODGE, IOWA	FOD	OZ	5-0431.	3,54.	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	JAckson 4-8631.	6	200					.80	1.60
		EA	JAckson 3-8546.	7	200	C	A	MIA	A	.80	1.60
		NA	JAckson 4-2503.	6	200	C	A	AC		.80	1.60
		NW	JAckson 2-1486.	52.	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	EDison 5-9311	9,6	200	C	C	TPA		.50	1.00
		SO	EDison 2-8061							.50	1.00
FORT NELSON, B. C.	YYE	CP	CPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	RD-(Demand service).	Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK	See Manhattan, Kan.									
FORT SILL, OKLA.	LAW	See Lawton, Okla.									
FORT SMITH, ARK.	FSM	BN	SUnset 3-5171	9	200	A	A	MEM		.40	.85
		CN	SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	XYJ	CP	117	6,9	500		C				
FORT WAYNE, IND.	FWA	DL	HArrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TW	HArrison 2204	19.	400	A	C	TOL		.75	1.50
		UA	SHerwood 3133	9,6	300	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TC	2-0641.	22A	400	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	ATlas 4-2551.	9,5,10,50A,52	600	A	A	DAL	G	.55	1.35
		BN	ATlas 4-3261.	9,5	500	A	A	DAL		.55	1.35
		CO	ATlas 4-3861.	3,22.	200	A	A	DAL		.55	1.35
		CN	ATlas 4-2971.	3	200	A	A	DAL		.55	1.35
		DL	ATlas 4-6611.	9,3,5,10,53A.	400	A	A	DAL		.55	1.35
		TT	ATlas 4-3465.	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	IDlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N. B.	YFC	TC	6613.	22A	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	ADams 7-6174.	8	250	A	A	SFO	G	.60	1.50
		UA	CLinton 1-5522.	9	300	A	C	SFO		.60	1.50
FROBISHER BAY.		MAR.		1,3,4	500						
FULLERTON, CALIF ⊕	FUL	LX		20.	200						
GADSDEN, ALA.	GAD	SO	3-6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FR -2-0481.	19.	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL	UNion 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	5-5062.	3	150					No Service Available	
GAMBELL, ALASKA ⊕	GAM	AS		3	500						
GANDER, NFLD.	YQX	PAA	723	10.	600	C	C	A			
		KLM ⊕			10	C	C	A			
		MAR.	935	3,1,4	500	A	A	A			
		SK ⊕				C	C	A			
		SW ⊕		15.		C	C	A			
		SR ⊕	723	6	600	C	C	A			
		TC	913	13,7A,22A	500	C	C	A		.50	1.00
		TW	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG	See Longview, Tex.									
GLASGOW, MONT.	GGW	FL	ACademy 8-2446.	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL	EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	3-2527.	19,8.	200	C	C	ALB		No Service Available	
		MO	2-1184.	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC	TCA	13.	1000					No Service Available	
		MAR.	6-2121.								
GRAND CANYON, ARIZ.	VLE	BL	VAlle 3	3	200					No Service Available	
GRAND FORKS, N. D.	GFK	NW	4-4629.	4	200	C	A	A		No Service Available	
		NO	2-1711.	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-5879	3,9	200	C		DEN		.75	1.00
		UA	CHapel 3-3112	6,5	200	C		DEN		.75	1.00
GRANDE PRAIRIE, ALTA.	YQU	CP	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-0108	3,4,22.	250	A	A	MKG	G	.55	1.35
		FT	CHerry 1-2221	Served through DTW						.65	1.25
		LC ⊕	CHerry 1-4477	3	200	A	A	MKG		.55	1.35
		NO	CHerry 1-2441	3	200	A	A	MKG			
GREAT BEND, KAN.	GBD	CO	GLadstone 3-4776.	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-6301	6,11.	300	A	A	AC	G	.55	1.00
		FL	GLendale 3-4844	3	200	A	A	AC		.55	1.00
		WA	GLendale 3-4355	6,9	200	A	A	AC		.55	1.00
		WC	GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 5-5366.	3,9	200	C	C	C		.60	1.35
GREENSBORO, N. C.	GSO	CA	BRoadway 3-8646	3,22.	150	C	A	INT	G	.75	1.50
		EA	BRoadway 5-6638	19,8,7.	200	C	A	INT		.75	1.50
		PI	CT-9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO	2-2612.	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-8213.	3	200	A	A	ATL	G	.40	.85
		EA	9-3061.	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO	CEdar 3-0173.	3	100					.40	.85
GREENWOOD, MISS.	GWO	SO	GLadstone 3-1623.	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	9-3191.	3	100					No Service Available	
GREYBULL, WYO.	GEY	See Worland, Wyo.									
GRINDSTONE		MAR.		1,3,4	500						
GULFPORT, MISS.	GPT	NA	UNiversity 4-1554	17.	100	C	C	C	G	.55	1.10
		SO	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN	672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL	145	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	HAgent 3-6700	3,19.	150	C			G	.50	.75
HALIFAX, N. S.	YHZ	TC	2-7411.	13,22,7	1000	C	C	C		.50	1.00
		MAR.	6-2306.	3,1,4	500	A	A	A			
HAMILTON, ONT.	YHZ	TC		7,12,13,22,53				A		1.10	2.00
HAMPTON, VA.	PHF	See Newport News, Va.									
HANCOCK, MICH.	----	See Houghton, Mich.									
HANNIBAL, MO.	HNN	See Quincy, Ill.									
HARLINGEN, TEX.	HRL	TT	GA 3-4200	3	150			SAT		.50	1.00

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-9426	3,19	150	A	C	BAL	G	.40	1.35
		CA	CEdar 6-7995	3	150	A	C	BAL		.40	1.35
		TW	CEdar 4-3136	19	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CN	EMpire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	SHD	FI	Weyers Cave 2761	3	100	C	C	DCA		.70	1.40
HARTFORD, CONN.	BDL	AA	JAckson 2-6193	9,15,5,32	3000	A	C	C	G	No Service Available	
		EA	JAckson 2-1854	19,8,10,7	200	A	C	C		.65	1.25
		FT	JAckson 2-3145	23	10000	A	C	C		.65	1.25
		NE	NAtional 3-4418	3	200	A	C	C		.65	1.25
		TW	NAtional 3-5581	8,19	400	A	C	C		.65	1.25
		UA	CHapel 9-1311	5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL	2-2312	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBG	SO	JUniper 2-1643	3	100	A	U	MSY		.50	1.00
		DL	JUniper 2-1643	3	200	A	C	MSY		.50	1.00
HAWTHORNE, NEV.	HTH	BL	WIlson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	CP	GLadstone 5-4921	1,3,6,9	200						
		QEA		1,3,6,9							
HAZLETON, PA.	HZL	AL	GLadstone 5-4921	3	150					.50	1.25
HAVRE, MONT.	HVR	FL	26 5-7911	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HKE	TT	5-2577	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	HIckory 2-0012	4	200	A	A	GTF	G	.45	1.10
		WA	HIckory 2-8550	9	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL	See Asheville, N. C.								.45	1.10
HERRIN, ILL.	MWA	See Marion, Ill.									
HIBBING, MINN.	HIB	NO	AMherst 3-7847	3	200	C	C			.60	1.45
HICKORY, N. C.	HKY	FI	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	5411	See Greensboro, N. C.							
		EA	2-3346	See Greensboro, N. C.							
		FI	3778	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5414	3	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE	ALM	See Alamagordo, N. M.									
HOMER, ALASKA	HOM	PN	22111	3						.75	1.00
HONOLULU, T. H.	HNL	NW	83296	6	200		C	AC		.65	1.25
		PAA	58-221	11,10,50	5000		C	AC			
		UA	HOnolulu 8-1811	6,53	200		C	C			
		NA	85911	11,10	600		C	C			
		JL	HOnolulu 8-1811	6,10	200		C	C			
		See Clarksville									
HOPKINSVILLE, KY.		See Aberdeen, Wash.									
HOQUIAM, WASH.	HQM	CN	NAtional 4-1284	3	200	A	C	MEM			
HOT SPRINGS, ARK.	HOT	DL	NAtional 3-1671	9	300	A	C	MEM		No Service Available	
		TT	NAtional 3-8501	3	150	A	C	MEM		No Service Available	
HOT SPRINGS, S. D.	HSR	FL	555	3	200	C	C	DEN		No Service Available	
HOUGHTON, MICH.	CMX	NO	63	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	2254	3	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA	MIssion 9-1457	5	250	A	A	C	G	.55	1.25
		BN	OLive 4-2686	9,5,52	500	A	A	C		.55	1.25
		CO	OLive 4-8531	5,6,3,10,22	400	A	A	C		.55	1.25
		DL	OLive 4-2646	9,10,19,53	400	A	A	C		.55	1.25
		EA	OLive 4-2661	9,10,7,52,23,53A	4000	A	A	C		.55	1.25
		KIM	CApitol 4-1701	10	550	A	A	C		.55	1.25
		NA	OLive 4-8564	9,5	400	A	A	C		.55	1.25
		PAA	CApitol 3-4131	6,2,10	5000	A	A	AC		.55	1.25
		TT	MIssion 9-1218	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL	3-1331	3,19	150	C	C	CVG	G	.50	1.60
		EA	3-9476	19	200	C	C	CVG		.50	1.60
		FI	GL-3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4583	3,22	150	A	A	BHM		.40	1.35
		EA	4680	19,9	200	A	A	BHM		.40	1.35
		SO	JEfferson 6-6383	3	200					.40	1.35
HURLEY, N. M.	SVC	See Silver City, N. M.									
HURON, S. D.	HON	NO	Elgin 2-2910	3	200	A	C	MSP		No Service Available	
		WA	Elgin 2-8601	9	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO-2-6601	22,3	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 5-1800	3	200	A	A	EWB		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 3-3305	3	200	A	C	GTF		.45	1.10
		WC	JAckson 2-2695	3	150	A	C	GTF	G	.45	1.10
		WA	JAckson 2-2695	9	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL	TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	CHapel 1-2545	9,5,52	600	A	A	C	G	.45	1.35
		DL	CHapel 1-3333	9,3,19,5	400	A	A	C		.45	1.35
		EA	CHapel 1-9521	9,19,7,10	200	A	A	C		.45	1.35
		LC	CHapel 1-8201	3	200	A	A	C			
		OZ	MElrose 8-4909	3,54	200	A	A	C		.45	1.35
		MD-(Service Suspended)									
		TW	MElrose 4-3438	8,19,23	4000	A	A	C		.45	1.35
INT'L. FALLS, MINN.	INL	NO	ATlas 3-3871	3	200	C	C	C		No Service Available	
INTOKERN, CALIF.	ITK	PC								No Service Available	
IOWA CITY, IOWA	IOW	OZ	8-3604	3,43	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	2575	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO	741-W	3	200	C	C			No Service Available	
ITHACA, N. Y.	ITH	MO	3351	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-6125	3	200	C	C			.30	1.00
JACKSON, MISS.	JAN	DL	20866	9,3,5,8	400	A	C	MSY		.55	1.35
		SO	28889	3	100	A	C	MSY		.55	1.35
		TT								.55	1.35
JACKSON, WYO.	JAC	FL	310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	Elgin 6-0484	3,5,8	400	A	A	C	G	.65	1.25
		EA	Elgin 6-5661	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	Elgin 3-1586	9,5,6,52	400	A	A	C		.65	1.25
		NE	Elgin 5-6611	22	200	A	A	C		.65	1.25
		ND (Service Suspended)			6000						
		SO	Elgin 4-7833	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	4118	3,19	150	C		BUF		.30	1.35
JAMESTOWN, N. D.	JMS	NW	199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL	See Beloit, Wisc.	PLeasant 4-5293							No Service Available	
JEFFERSON CITY, MO.	JEF	OE	6-2350	3,54	200	C				.55	1.10
JOHNSON CITY, TENN.	TRI	See Bristol, Va.	WA-8-3161								
		SO (See Bristol, Va.)									
JOHNSTOWN, PA.	JST	AL	9-1144	3,19	150	C			G	.30	1.25
JOPLIN, MO.	JLN	AA	MAyfair 3-7085	9	250	A	C	MKC	G	.40	.85
		CN	MAyfair 3-2110	3	200	A	C	MKC		.40	.85
		OE	MAyfair 3-1817	3,54	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS						C			
		ES						C			
		PAA	6-1400	6	600			C			
		PN	6-1455	4,8,16				C		1.00	1.00
JUNCTION CITY, KAN.	MHK	See Manhattan, Kan.									
KALAMAZOO, MICH.	AZO	LC	FIreside 9-2669	3	200						
		NO	FIreside 9-2646	3	200	C	C			.55	1.10
KALISPELL, MONT.	FCA	WC	SK-6-5093	3	150	C	C	GEG		No Service Available	
KAMLOOPS, B. C.	LKA	CP	109	3	200	C	C	C			
KANAB, UTAH	KNB	KL	MIdway 4-5001	3	200						
KANSAS CITY, MO.	MKC	BN	GRand 1-4740	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO	GRand 1-3705	3,10,22,50	200	A	A	AC		.70	1.60
		CN	Baltimore 1-3955	3	200	A	A	AC		.70	1.60
		DL	GRand 1-7613	9,3	300	A	A	AC		.70	1.60

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL	VI-2-6252	3	200	A	A	C		.70	1.60
		OZ	GRand 1-6515.	3,54.	200	A	A	AC		.70	1.60
		TW	GRand 1-4400.	50,7,19,23.	4000	A	A	AC		.70	1.60
		UA	GRand 1-1133.	10.	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL	CE-6-2921	3	200			DEN			
KEENE, N. H.	EEN	MO	1910.	3	100	C	C	BOS		.65	1.10
		NB	ELmwood 2-1030.	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YWK	CP	6025.	3	200					.25	.85
KENNI, ALASKA	ENA	PN	206	3	200					.75	1.00
KENNEWICK, WASH.	PSC	See Pasco, Wash.									
KERRVILLE, TEX.	ERV	TT	CL-7-4050	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA	3131.	6	600			A			
		PN	3138.	8,16.				A			
KEY WEST, FLA.	EYW	NA	CYpress 6-5510.	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	GGG	See Longview									
KIMBERELY, B. C.	YXC	CP	LU-2-3511	9	200					No Service Available	
KING SALMON, ALASKA	AKN	PN	4	3	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL	SKyline 3-3630.	3	200	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI	CIrcle 6-4107	3	See Bristol						
		3D	See Bristol			A					
KINSTON, N. C.	ISO	PI	JAckson 3-3006.	3	100	C	C	HDU		No Service Available	
KITIMAT, B. C.	YKI	CP	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	WC	TU-4-7312	150	A	C	OTH			.55	1.50
KNOXVILLE, TENN.	TYS	AA	7-6264.	9,5	500	C	C	CHA	G	.45	1.10
		CA	7-5521.	3,22,8.	250	C	C	CHA		.45	1.10
		DL	7-6661.	9,3	400	C	C	CHA		.45	1.10
		PI	7-2571.	3	100	C	C	CHA		.45	1.10
		3D		3	200	C	C	CHA		.45	1.10
KODIAK, ALASKA	KDK	PN	4131.	3						.75	1.00
KOKOMO, IND. ⊕	OKK	LC	GLadstone 2-3202.	3	200	C					
KOTZEBUE, ALASKA ⊕	OTZ	AS		3	500						
LACONIA, N. H.	LCI	NE	2475.	3	200	C		LWM		No Service Available	
LA CROSSE, WISC.	LSE	NO	4-3680.	3	200	C	C			No Service Available	
LA FAYETTE, IND. ⊕	LAF	LC	RIverside 3-1841.	3	200	C					
LAFAYETTE, LA.	LFT	EA	CE-5-8536	19,9.	200	A		BTR	G	.55	1.10
		TT	CE-4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD										
LA JUNTA, COLO.	LHX	CO (Service Suspended)	725	3	200	C	C	DEN		No Service Available	
LAGUNA BEACH, CALIF.	SNA	See Santa Ana, Calif.									
LAKE CHARLES, LA.	LKC	EA	HE-6-3656	19,9.	200	A	A	C	G	.55	1.35
		TT	HE-3-8511	3	150	A	A	C		.55	1.35
LAKELAND, FLA.	LAL	NA	MUtual 5-0691	9	200	C	C	TPA	G	.75	1.50
		RD	MUtual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC	WH-7-2211	3	150	C	C	PDX		No Service Available	
LAKE PLACID, N. Y.	SLK	EA		19.	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN	167	3	200			DEN			
LANCASTER, CAL.		See Palmdale, Calif.									
LANCASTER, PA.	LNS	AL	LOwell 9-0461	3,19.	150	C			G	.55	1.35
		EA	LOwell 9-0446	19.	200					.55	1.35
LAND O'LAKES, WISC.	LNL	Served through Rhinelander, Wisc. only.									
LANDER, WYO.	RIW	See Riverton, Wyo.									
LANSING, MICH.	LAN	CA	IVanhoe 5-2744.	3,4,22.	250	A	A	YIP	G	.55	1.35
		NO	IVanhoe 4-7467.	3	200	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	FRanklin 9-5656	3	200	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	3-3645.	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	DUdley 2-8811	3,54.	200	C	C	LAX	G	.75	1.45
		PC		19.	200	C	C	LAX		.75	1.45
		TW	DUdley 2-7306	8,7	250	C	C	LAX		.75	1.45
		UA	DUdley 2-0505	10,5.	200	C	C	LAX		.75	1.45
		WA	DUdley 2-2100	9,6	200	C	C	LAX		.75	1.45
LAUREL, MISS.	LUL	3D	3440.	3	100					.60	1.20
LAWRENCE, MASS.	LWM	NE	MUrdock 3-3141.	3	200	A	C	LWM		.35	.75
LAWTON, OKLA.	LAW	CO	ELgin 3-4512.	3	200	C	A	DAL		No Service Available	
		CN	ELgin 3-8600.	3	200	C		DAL		No Service Available	
LEMMON, S. D.		FL	50.	3	200			OTF		No Service Available	
LETHBRIDGE, ALTA.	YQL	TC	PA-7-2711	3	300	C	C	C		.35	.75
LEWISTON, IDA.	LWS	WC	SHerwood 3-1545	3	150	A	C	GEG		No Service Available	
LEWISTON, ME.	LEW	NE	3-2031.	3	200	C	C	FWM		.60	1.00
LEWISTOWN, MONT.	LWT	PL	KEystone 8-9621	3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	DL	4-7569.	9,3	250	C	C	CVG	G	.65	1.60
		EA	4-5795.	19.	200	C	C	CVG		.65	1.60
		PI	51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN	MAin 4-5671	3	200		A			No Service Available	
LIMA, OHIO ⊕	LIA	LC	CApital 5-0075.	3	200						
LINCOLN, NEB.	LNK	BN								.50	1.10
		FL	HEmlock 2-5391.	3,9	200	A	C	OMA		.50	1.10
LITTLE ROCK, ARK.	LIT	UA	HEmlock 5-4371.	9,6,10.	300	A	C	OMA		.55	1.25
		AA	FRanklin 4-9333	5,10.	250	A	A	MEM	G	.45	1.10
		BN	FRanklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN	FRanklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL	FRanklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT	FRanklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH.	LOU	WC	SKyline 2-5301.	3	150	C	A	GTF		No Service Available	
LOGANSPORT, IND.		See Kokomo, Ind.									
LONDON, KY.	LOZ	PI	VO 4-2250	3	100			SDF		.35	.75
LONDON, ONT.	YXU	TC	2-3491.	22.	400	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX ⊕		20.	200	C	A	LAX			
		UA	HArrison 1-8214	9	200	A	A	LAX		.80	1.65
		WA	HArrison 1-8271	6	200	A	A	LAX		.80	1.65
LONGVIEW, TEX.	GGG	TT	MIchigan 3-2441	3	150	A	C	DAL		.50	1.35
LOS ANGELES, CALIF.	LAX	AA	MAdison 6-0201.	3,15,10,50A	10000	A	A	C	G	.75	1.55
		BL	SPring 6-2040	3,54.	200	A	A	C		.75	1.55
		CO	SPring 6-2670	10,22,50.	200	A	A	C		.75	1.55
		CMA	MAdison 6-8484.	5		A	A	C			
		SK	ORegon 4-4300	10.	1000	A	A	C		.75	1.55
		LX		20.	200	A	A	C			
		PAA	MAdison 6-8484.	10,50	5000	A	A	AC		.75	1.55
		PC	SPring 6-0440	3,19.	200	A	A	C		.75	1.55
		SAS		5,6,10,9.	1320						
		TW	MIchigan 9441	8,7,23,50	4000	A	A	C		.75	1.55
		UA	SPring 6-2000	9,5,6,10,15,55.	6000	A	A	C		.80	1.65
		WA	SPring 6-2345	6,52.	200	A	A	C		.80	1.65
(Lockheed Air Terminal)	BUR	AA	MAdison 0201.	5,15,10	6000	A	A	C	G	.75	1.55
		FTL	STanley 7-3411.	23.	10000	A	A	C		.75	1.55
		LX ⊕		20.	200	A	A	C			
		PC	ORegon 8-1206	3,19.	200	A	A	C		.75	1.55
		UA	STanley 7-3780.	5	300	A	A	C		.75	1.55
		WA	THornwall 2-2101.	6	200	A	A	C		.80	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-1666.	9,5,52.	500	A	A	C	G	.60	1.50
		AX								.60	1.50
		DL		9,9	300	A	A	C		.60	1.50
		EA	EMerson 8-1646.	8,7,19,9.	200	A	A	C		.60	1.50
		OE	EMerson 8-9995.	3,54.	200	A	A	C		.60	1.50
		PI	EMerson 8-3312.	3	100	A	A	C	G	.60	1.50

(Continued on next page)

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
LOUISVILLE, KY. (Concluded)	SDF	KD-(Service Suspended)									
		TW	JUniper 3-5327	8,19	400	A	A	C		.60	1.50
LOVELL, WYO.	POY	See Powell, Wyo.									
LUBBOCK, TEX.	LBB	BN	PO-3-7428	9,5,52	200	A	A	DAL		.80	1.35
		CO	PO-3-4646	3,22	200	A	A	DAL		.80	1.35
		CN	PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT	3-4521	3	150	C		BUJ		No Service Available	
LUSK, WYO.	LSK	See Casper, Wyo.									
LYNCHBURG, VA.	LYH	PI	VIctor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL	3-6731	9,3	250	C	C	ATL	G	.50	1.35
		EA	2-8701	19,9	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO	CHerry 4-6201	3	100	A	A	MKE		.60	1.25
		NW	CHerry 9-4816	6,4	200	A	A	MKE		.60	1.25
		OZ	CHerry 9-6441	3,54	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 3-7201	3	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS	See Bismark, N. D.									
MANHATTAN, KAN.	MHK	CO	PRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	3708	3	200	C	C			No Service Available	
MANSFIELD, OHIO ⊕	MFD	LC	LAfayette 4-7411	3	200						
MARFA, TEX.	MRF	TT	235	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA	HUdson 2-2726	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO	PKB	See Parkersburg, W. Va.	DRake 5-6350	3							
MARINETTE, WISC.	MNM	See Menominee, Mich.									
MARION, ILL. ⊕	MWN	OZ	714	3,54	200	C				No Service Available	
MARION, IND. ⊕	MZZ	LC	ORleans 4-6585	3	200	C					
MARION, OHIO ⊕	MNN	LC	2-2575	3	200						
MARQUETTE, MICH.	MQT	NO	GRanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT	4-4336	3	150	C		DAL		No Service Available	
MARTHA'S VINEYARD, MASS.	MVY	NE	Vineyard Haven 1400	3	200	C	C	EWB		No Service Available	
MARYSVILLE, CALIF.	MYV	PC	SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	1095	3,54	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	Rockwall 4-0505	19	200	C	C	A		No Service Available	
MATANE, P. Q.	YMQ	QBA		3	400						
MATTOON, ILL.	MTO	OZ	ADams 4-7100	3,54	200	C				No Service Available	
MAYO, Y. T.	YMA	CP	CPA	3	200		G				
MCALESTER, OKLA.	MLC	CN	GArden 3-4798	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT	MU-6-3707	3	150			BRO		No Service Available	
MCCALL, IDA.		WC		3	150			GEG			
MCCOOK, NEB.	MCK	FL	96	3	200			OMA		No Service Available	
MCGRATH, ALASKA ⊕	MCG	AS		3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC	SPring 2-6161	3,19	200	C	C	OTH		.55	1.60
		UA	SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC	SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC	JAckson 6-2605	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA	765	19,9	200	A	C	PBI		.60	1.20
		NA	PArkway 3-6444	9	200	A	C	PBI		.60	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-3374	9,5,19,10	8000	A	A	C	G	.55	1.35
		BN	WHitehall 6-8395	9	200	A	A	C		.55	1.35
		CA	WHitehall 8-0393	22,9	250	A	A	C		.55	1.35
		DL	WHitehall 8-2606	9,3,5,19,1-A,32	6000	A	A	C		.55	1.35
		EA	WHitehall 2-2489	8,19,9	200	A	A	C		.55	1.35
		SO	WHitehall 8-1440	3	200	A	A	C		.55	1.35
		TT	WHitehall 6-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	NO	UNion 3-6677	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA	RAndolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL	2-3141	9,3	300	A	C	BHM		.35	.75
		SO	5165	3	200	A	C	BHM		.35	.75
MEXICO CITY, D. F.	MEX	AA	22-12-22	5,15,10	600			A			
		EA	22-77-70	10	200			A			
		PAA	46-46-60	6,2	5000		A	A			
		WA	46-90-40	6	200			A			
		CMA	12-21-96	3,4,5,0-82			A	A			
		AERONAVES	14-50-40	4,5,8,9,14A			A	A			
		LACSA	46-46-60	9							
MIAMI, FLA.	MIA	Avianca	NEwton 3-2491	4,8	660		A	A			
		BN	NEwton 4-1951	5,10	500	A	A	AC	G	.80	1.60
		BA	NEwton 4-4573	22	700	A	A	AC		.80	1.60
		CA		22	200						
		CU	TUxedo 7-4341	1,3,8,14A,22	200	A	A	AC		.80	1.60
		DL	NEwton 5-2661	5,10,1-A,53	6000	A	A	AC		.80	1.60
		EA	NEwton 4-3571	19,7,23,53A,10,19, 52,9	4000	A	A	AC		.80	1.60
		Guest		8	200						
		KLM	FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA	NEwton 3-2491	1,9		A	A	AC			
		NA	TUxedo 5-2581	9,5,6,10,52,7	8000	A	A	AC		.80	1.60
		NE	NEwton 3-2431	6,22	200	A	A	AC		.80	1.60
		NW		52	200						
		PAA	NEwton 3-2491	2,6,10,50,15,53	10000	A	A	AC		.80	1.60
		RD	TUxedo 7-3501	1,15	10000	A	A	AC		.80	1.60
		RN	88-6743		10000	A	A	AC		.80	1.60
		TW	NEwton 3-6511	7,50	400	A	A	AC		.80	1.60
		VE			10000	A	A	AC		.80	1.60
		AVENSA		1,6		A	A	AC			
MIDLAND, TEX.	MAF	AA	MUtual 4-8281	5	250	C	C	ELP		.40	1.25
		CO	MUtual 2-1114	3,22	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-1401	3	200	C	A	CTY		No Service Available	
MILWAUKEE, WISC.	MKE	AA	SHeridan 4-9855	9	250 (4,000 via MDW)	A	A	C	G	.60	1.65
		CA	SHeridan 4-3327	3,22	250	A	A	C		.60	1.65
		EA	HUmboldt 1-4600	7,10	200	A	A	C	G	.60	1.65
		FT	HUmboldt 3-5000	Served through MDW	10000	A	A	C		.60	1.65
		NO	HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW	HUmboldt 3-0443	11,6,4,15A,10,52,2	2000	A	A	C		.60	1.65
		OZ	HUmboldt 3-3210	3,54	200	A	A	C		.60	1.65
		UA	HUmboldt 1-3800 HUmboldt 1-3809	9,10	300	A	A	C		.60	1.65
MINNEAPOLIS, MINN.	MSP	BN	PArkway 4-8748	9,5,52	300	A	A	C	G	.55	1.30
		CA	PArkway 1-1831	22	150	A	A	C		.55	1.30
		EA	PArkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT	PArkway 9-8321	1	6000	A	A	C		.55	1.30
		NO	PArkway 2-8281	3,9	200	A	A	C		.55	1.30
		NW	PArkway 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		OZ	PArkway 1-4456	3,54	200	A	A	C		.55	1.30
		WA	PArkway 1-3383	9,6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	TEmple 8-0225	3	200			MSP		No Service Available	
		NO	TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MMK	See McAllen, Tex.									
MISSOULA, MONT.	MSO	NW	2-2471	6	200	C	A	CTY		No Service Available	
MITCHELL, S. D.	MHE	NO	WYman 6-8283	3	200	C	C			No Service Available	
MOAB, UTAH	MOK	FL	AL-3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA	GReenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA	GReenwood 9-1401	7,23,16,52	4000	A	A	C		.55	1.60
		NA	GArden 6-4401	9,17	400	A	A	C		.55	1.60
		SO	DIamond 2-0733	3	100	A	A	C		.55	1.60

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MODESTO, CALIF.	MOD	UA	LAmbert 3-3211.	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	OZ	2-7791.	3,54.	200	A	C	PIA		.55	1.25
		UA	MOline 2-7701	9,6	300	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC	EV-4-9151	13,22A.	1000	C	C	C		.50	1.00
		MAR.	4-9181.								
MONROE, LA.	MLU	DL	FA-3-5116	9,3	300	C	C	MSY		.60	1.20
		SO	FA-5-4601	3	200	C	C			.60	1.20
		TT				C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QBA.		3	400						
MONTE VISTA, COLO.	MVS	See Alamosa, Colo.									
MONTEREY, CALIF.	MRY	PC	FRontier 2-7571	3,19.	200	A	C	SFO	G	.55	1.10
		UA	FRontier 2-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AM-4-7312	9,3	200	A	A	MSY	G	.40	.85
		EA	CHerry 7-7361	19,8,9.	200	A	A	MSY		.40	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-2395.	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	UNiversity 6-8344	7	200	A	C	AC		.35	.75
		CP	UNiversity 6-2901	14A	500	A	AC	AC		.45	1.00
		EA	MElrose 1-3870.	19,52,7	200	C	C	A		No Service Available	
		KLM.	UNiversity 1-3411	7,10,15,23.	10000	A	C	AC		.35	.75
		NE	MElrose 1-8591.	22.	200	C	C	A		.50	1.25
		SN									
		TC	HUnter 9-5781	12,13,7,22,53	1500	A	A	A		.45	1.00
MONTROSE, COLO.	MTJ	FL	CHerry 9-4236	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N. C.	MRH	PI	PA-8-4734	3	100	C	C	C		.35	.75
MORENCI, ARIZ.	CPT	See Safford, Ariz.									
MORGANTOWN, W. VA.	MGW	CA	2-3301.	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	PUW	See Pullman, Wash.									
MOSES LAKE, WASH.	EPH	See Ephrata, Wash.									
MOULTRIE, GA.	MGR	SO	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC ⊕	ATlas 8-3629.	3	200	C					
MUSKEGON, MICH.	MKG	CA	3-1870.	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 7-5494	3	200	C	A	MKC		No Service Available	
MUSKOKA, CAN.	YQA	TC, Seasonal		3,7,12,13,22.	200						
MYRTLE BEACH, S. C.	MYR	PI	HIllcrest 8-6559.	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	1140.	3	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	CHapel 2-6336	9,5,15,10	4500	A	A	C	G	.55	1.10
		BN	ALpine 5-5323	5,9	500	A	A	C		.55	1.10
		EA	ALpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ	CHapel 2-4363	3,54.	200	A	A	C		.55	1.10
		SO	ALpine 4-0546	3	200	A	A	C		.55	1.10
		TW	ALpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	6963.	3	100	C				No Service Available	
NELSON, B. C.	YCG	CP		9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 9-6441.	3	200	A	C	C		.35	.75
NEW BERN, N. C.	EWN	NA	MElrose 7-5151.	9	200	C	C	IMN		.55	1.10
		PI	MElrose 7-3972.	3	100	A	C	IMN		.55	1.10
NEW BRUNSWICK, N. J.	NBR	NY(Service Suspended)									
NEW HAVEN, CONN.	HVN	AL	HObart 7-1610	9,19.	150	A	A	C		.55	1.25
		EA	HObart 7-6311	19.	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT	See Lafayette, La.									
NEW LONDON, CONN.	GON	AL	HIlltop 5-7405.	19.	150	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	LA-4-3411	9	200	C	A	AC		.55	1.25
		CA	KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL	KEnner 4-3658	9,1-A,3,5,10,53	6000	C	A	AC		.55	1.25
		EA	4-360	7,10,23,53A,52,9	4000	C	A	AC		.55	1.25
		NA	KEnner 4-3616	9,5,6,17.	400	C	A	AC		.55	1.25
		PAA.	Jackson 2-6391.	2,6	2000	C	A	AC		.55	1.25
		SO	KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA	CAnal 8374.	4	4500	C	A	AC		.55	1.25
		TT		6		C	A	AC		.55	1.25
		AVENSA		6		C	A	AC			
NEW PHILADELPHIA, OHIO ⊕ PHD		LC	4-2729.	3	200						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia).	LGA	AA	HAvermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	MItchell 2-3002	22,8.	200	A	A	AC		1.00	2.00
		EA	NE-9-8200	7,8,16,19,52.	500	A	A	AC		1.00	2.00
		NE	ILlinois 7-3000	9,3,6,22.	200	A	A	AC		1.00	2.00
		NY	DEfender 5-6600,Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,19.	400	A	A	AC		1.00	2.00
		UA	ILlinois 8-4900	5,6	6000	A	A	AC		1.00	2.00
(Idlewild).	IDL	AA	HAvermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		AET.	OLympia 6-6160.	7	550						
		AEROMAVES.	ST-6-7341	14A		A	A	AC			
		AF	OLympia 6-5800.	7	200	A	A	AC		1.00	2.00
		AVIANCA.	ST-6-7341	7	660	A	A	AC			
		AZ	JUdson 2-6500	10.	440	A	A	AC		.80	1.80
		BA	OLympia 6-5600.	11,8.	11100	A	A	AC			
		BN	OLympia 6-5243.	52,50A.	500	A	A	AC		1.00	2.00
		CA	HAvermeyer 9-5340	22,8.	200	A	A	AC		1.00	2.00
		Cubana		3,22,7.	200						
		DL	OLympia 6-5822.	8,10,53	200	A	A	AC		1.00	2.00
		EA	OLympia 6-5109.	6,7,10,19,52,23,53A	4000	A	A	AC			
		LH	OLympia 6-5560.	7		A	A	AC			
		LY	OLympia 6-5290.	8	650	A	A	AC			
		KLM.	WHitehall 4-3480.	2,10,15,23,8,7.	10000	A	A	AC		.55	1.75
		NA	OXford 7-8181	9,5,6,10,52,7	8000	A	A	AC		1.00	2.00
		NE	OLympia 6-5398.	9,3,6,22.	200	A	A	AC		1.00	2.00
		NW	MUrrayhill 7-4680	11,6,10,15A,2	2000	A	A	AC		1.00	2.00
		NY	DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA.	ST-6-7341	2,6,10,50	10000	A	A	AC		1.00	2.00
		RD	OLympia 6-5748.	1,2,15.	10000	A	A	AC		1.00	2.00
		SAB.		14,9,5,15,10.	440						
		SN	JUdson 6-1050	5,6,15.	400	A	A	AC			
		SK	OLympia 7-8000.	5,6,10.	1000	A	A	AC			
		SR	PLaza 7-4433	2,6	6000	A	A	AC			
		TC	JUdson 6-3210	22A	500	A	A	AC		1.00	2.00
		TRC.	OLympia 6-5997.	4,6,2	4000	A	A	AC		1.00	2.00
		TW	OXford 5-4525	8,7,23,50	4000	A	A	AC		1.00	2.00
		UA	OLympia 6-5777.	5,15,10,53.	6000	A	A	AC		1.00	2.00
(Newark).	EWR	AA	MArket 3-4062	9,5,15,10,52.	6000	A	A	AC	G	1.00	2.00
		AL	MItchell 3-3888	3,19,9.	150	A	A	AC		1.00	2.00
		AX	MItchell 2-4605								
		BN	MArket 3-2041	5,10,52	200	A	A	AC		1.00	2.00
		CA	MItchell 2-3002	22,8.	200	A	A	AC		1.00	2.00
		DL	MArket 3-3543	1-A,10.	6000	A	A	AC		1.00	2.00
		EA	MItchell 3-8389	23,7,10,19,52	4000	A	A	AC		1.00	2.00
		FTL.	MArket 4-3700	23.	10000	A	A	AC		1.00	2.00
		MO	MItchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA	MArket 4-1993	9,5,6,10,7.	400	A	A	AC		1.00	2.00
		NT	MItchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW	MArket 3-5640	8,7,19.	400	A	A	AC		1.00	2.00
		UA	MArket 2-2369	9,15,10,6,5	60000	A	A	AC		1.00	2.00
NEWCASTLE, WYO.	ECS	FL	SH-6-4421	3	200	C	D	DEN			

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NEWPORT, VT.	EFK	NE Seasonal	1099.	3	200	C		C			
NEWPORT, ORE.	ONP	WC.	UNion 7-3373.	3	150			FDX		No Service Available	
NEWPORT NEWS, VA.	PHF	CA.	WArwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.	Lee Hall 5181	9	200	C	C	C		.55	1.35
		PI.	LYric 6-2621.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.		Served through Buffalo N. Y.						.65	1.95
		CA.		Served through Buffalo N. Y.						.65	1.95
		MO.		Served through Buffalo N. Y.						.65	1.95
		AL.		Served through Buffalo N. Y.						.65	1.95
NOME, ALASKA ⊕	OME	ASA	MAin 199.	3,4	1000						
NORFOLK, NEB.	OFK	FL.	FRontier 1-0415	3	200					No Service Available	
		NO.	FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	LOwell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.	ULysses 3-4378.	9	400	A	C	C		.55	1.25
		PI.	ULysses 5-4761.	3	100	A	C	C	G	.55	1.25
		RD.	LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	TC.	3366.	22.	500	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.	SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA ⊕	ORC	AS.		3	500						
NORTH HOLLYWOOD, CALIF. ⊕		LX.		20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	LE-2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.		19.	200					No Service Available	
OAKLAND, CALIF.	OAK	AA.	HIghgate 4-6056	5,10.	6000	A	A	C		.75	1.55
		FT.	LOckhaven 2-1871.	23.	10000	A	A	C		.75	1.55
		PA(See San Francisco)	GL-1-5888								
		PC.	LOckhaven 8-3422.	3,19.	200	A	A	C		.75	1.55
		TW.	HIghgate 4-2030.	8	250	A	A	C		.75	1.55
		UA.	LOckhaven 9-3134.	9,5,10,6.	6000	A	A	C		.80	1.70
		WA.	LOckhaven 8-3012.	6	200	A	A	C		.75	1.55
		WC.	LOckhaven 2-6400.	3	150	A	A	C		.75	1.55
OCALA, FLA.	OCA	TA.	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE-7-3561	5	250	C	C	ELP		.40	1.25
		CO.	FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDEN, UTAH	OGD	WC.	EXport 4-4533	3	150	C	A	DEN		.40	1.10
OGENSBURG, N.Y.	OGS	MO.	1226.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	FKL	See Franklin, Pa.									
OKLAHOMA CITY, OKLA.	OKC	AA.	MElrose 2-6378.	9,5,10.	600	A	A	DAL	G	.60	1.20
		BN.	MUtual 5-5113	9,5,52.	500	A	A	DAL		.60	1.20
		CO.	MUtual 5-7791	3,22.	200	A	A	DAL		.60	1.20
		CN.	MUtual 5-7744	3	200	A	A	DAL		.60	1.20
		TW.	MElrose 8-3377.	8	250	A	A	DAL		.60	1.20
OLYMPIA, WASH.	OLM	WC.	FLeetwood 6-6445.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	WEbster 0682.	9	500	A	A	C	G	.55	1.25
		FL.	WEbster 8900.	3,9	200	A	A	C		.55	1.25
		NO.	ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.	HArney 7957	3,54.	200	A	A	C		.55	1.25
		UA.	WEbster 2429.	9,5,6,10.	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	UC.	612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.	TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.	Yukon 6-6724.	3,54.	200	C	C	LAX		.65	1.40
		WA.		6,9	150	C		LAX		.65	1.40
ORANGE, CALIF. ⊕		LX.		20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	CHerry 1-4530	5,1A.	4000					.60	1.20
		EA.	4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.	GArden 2-0709	9,6	5000	A	A	TPA		.60	1.20
		RD.	GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	BEverly 5-3106.	3,9	200	C	C			.65	1.25
OSSINING, N. Y.		NY.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	TA 2-0475	7	200	C	C	AC			
		TC.	CEntral 2-9611.	22.	300	C	C	C		.50	1.00
OTTUMWA, IOWA	OTM	OZ.	MUrray 2-1660	3,54.	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 3-1585	19.	200	C	C	SDF		No Service Available	
		OZ.	MUrray 4-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OXR	PC.	HUnter 3-4614	3	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	31732	9,3	200	C	C	EVV		.55	1.85
		OZ.	3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.	MIdway 5-2404	3	200						
PALATKA, FLA.	PLK	RD (Demand Service)		1	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.	WIndsor 7-2195.	19.	200			LAX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.	FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.	FAirview 5-5093	3,54.	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	POplar 3-9087	9	200	A	C	C	G	.80	1.10
		SO.	SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-8535	3	200	C	A	DAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AA.	HUdson 5-5542	9	250	C	C	PIT	G	.60	1.60
		AL.	HUdson 5-4541	3,19.	150	C	C	PIT		.60	1.60
		PI.	GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LIberty 7-5547.	3	150	C	C	GEG		.50	1.50
PASO ROBLES, CALIF.	PRB	PC.	1700.	3	200	C	C	LAX			
PATERSON, N. J.	PNJ	NY.		20.	200			LGA		No Service Available	
PAWTUCKET, R. I.	SPZ	NE.	POplar 2-6230	3	200	A	C	PVD		No Service Available	
PAYETTE, IDA.	PYO	See Ontario, Ore.									
PEARL RIVER, N. Y.	PJR	NY (Service Suspended).									
PECOS, TEX.	PEQ	TT.	HI-5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CRestview 6-7211.	9,5,6	400	C	A	GEG		.45	.95
		WC.	CRestview 6-2461.	3	150	C	A	GEG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.	HEmlock 2-5152.	9	400	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CP.	2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.	7-3548.	3,54.	200	C	A	C		.50	1.45
PERU, IND.	OKK	See Kokomo, Ind.									
PHILADELPHIA, PA.	PHL	AA.	SAratoga 7-7977	9,5,15,52,10,50A.	6000	A	A	C	G	.60	1.55
		AL.	SAratoga 7-7979	3,19.	150	A	A	C		.60	1.25
		CA.	SAratoga 7-6009	3,4,22.	250	A	A	C		.60	1.55
		DL.	SAratoga 7-9912	9,10,1-A.	6000	A	A	C		.60	1.55
		EA.	SAratoga 9-2115	10,7,19,8	200	A	A	C		.60	1.55
		FT.	SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.60	1.55
		NA.	SAratoga 6-2235	9,10.	4000	A	A	C		.60	1.55
		NE.	SAratoga 4-0310	6,22.	200	A	A	C		.60	1.55
		PAA	LOcust 8-1360	50,10	600	A	A	C		.60	1.55
		RD.	SAratoga 4-0332	1	6000	A	A	C		.60	1.55
		TW.	LOcust 8-3230	8,7,19,50,23.	4000	A	A	C		.60	1.55
		UA.	SAratoga 7-9234	9,5,15,6,10,53.	6000	A	A	C		.60	1.55
PHILIPSBURG, PA.	PSB	AL.	DIckens 2-1670.	3,19.	150	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	ALpine 8-6761	5,10.	600	C	C	DUG	G	.35	1.40
		BL.	ALpine 8-8666	3,54.	200	C	C	DUG		.35	1.40
		FL.	BRidge 5-7521	3,9	200	C	C	DUG		.35	1.40
		TW.	BRidge 5-5487	8,7	250	C	C	DUG		.35	1.40
		WA.	BRidge 5-6271	6,52.	200	C	C	DUG		.35	1.40
PIERRE, S. D.	PIR	MO.	CApital 4-5846.	3	200	C	C	OMA		.35	.75
		WA.	2448.	9	200	C	C	OMA		.35	.75

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PINE BLUFF, ARK.	PBF	TT.	JE-4-8612	3	150	C		MEM		No Service Available	
PINEHURST, N. C.	SOP	PI.	Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	3600.	3,54.	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPaulding 1-2255.	5	250	A	A	C	G	.80	1.55
		AL.	SPaulding 1-3514.	3,19.	150	A	A	C		.80	1.55
		CA.	SPaulding 1-1600.	3,4,8,22.	250	A	A	C		.80	1.55
		EA.	SPaulding 1-3100.	9,7,19,52	200	A	A	C		.80	1.55
		LC©	SPaulding 1-4938.	3	200	A	A	C			
		NW.	SPaulding 1-1000.	6	200	A	A	C		.80	1.55
		TW.	EXpress 1-3240.	8,7,19,50,23.	3000	A	A	C		.80	1.55
		UA.	FEderal 1-6137.	10.	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO.	2-8635.	3	100	C	C	BDL		.55	1.30
		NE.	9857.	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.	CApitol 4-7829.	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA.	1983.	19.	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.	CEdar 2-8756.	9	200	C	C	GTF	G	.55	1.15
		WC.	CEdar 2-3584.	3	150	C	C	GTF		.55	1.15
POMONA, CALIF.©	JPO	LX.		20.	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	ROgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CLM	WC.	GLencourt 7-3101.	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.								.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	YU-2-4321	9	300	C	A	C		.55	1.50
		EA.	YU-3-3317	19,9.	200	C	A	C		.55	1.50
		TT.								.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-3941	9,3	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS.	ATlantic 8-5073	4,6	1000	A	A	C	G	.60	1.35
		FT.	ATlantic 1-1158	1	10000	A	A	C		.60	1.35
		NW.	ATlantic 7-1103	4,6,10,2,52	2000	A	A	C		.60	1.35
		PAA	CApitol 7-6673.	10,50	600	A	A	C		.55	1.25
		PN.	ATlantic 8-5043	3,4,8		A	A	C		.50	1.25
		UA.	ATlantic 7-2411	9,6,10,5,53	400	A	A	C		.65	1.50
		WA.	ATlantic 7-3221	6,52.	200	A	A	C		.60	1.35
		WC.	ATlantic 8-5551	3	150	A	A	C		.60	1.35
PORTSMOUTH, OHIO©	PMH	LC.	BLackburn 9-6321.	3	200						
POUGHKEEPSIE, N. Y.	POU	MO.	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	SKyline 4-4222.	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL.	252	3	200	C	C	DUG		.65	1.20
		FL.	HI-5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	ME.	4931.	3	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.	7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.	3213.		200	C		C			
PRINCETON, W. VA.	BLF	PI.	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AL.	REgent 9-3100	9,19.	150	A	A	C		.50	1.35
		EA.	REgent 7-9616	8,10.	200	A	A	C		.50	1.35
		FT.	ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.	REgent 9-1405	9	200	A	A	C		.50	1.35
		NE.	UNion 1-3300.	3	200	A	A	C		.50	1.35
		UA.	TEmple 1-6950	6,5	300	A	A	C		.50	1.50
PROVO, UTAH.	PVU	BL.	FRanklin 3-7077	6	200	C	C	DEN		No Service Available	
PUEBLO, COLO.	PUB	CO.	WHitney 8-3316.	3,22.	200	C	A	DEN	G	.40	1.00
		FL.	WHitney 8-3323.	3	200	C	A	DEN		.40	1.00
PULLMAN, WASH.	PUW	WC.	LOgan 7-3761.	3	150	C	C	GRC		No Service Available	
QUEBEC CITY, QUE.	YQB	TC.		22.	600	C	C	C		.75	1.00
QUESNEL, B. C.	YQZ	CP.	60.	3	200	C	C				
QUINCY, ILL.	UIN	OZ.	Baldwin 2-3442.	3,54.	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	TEmple 2-3876	3,22.	150	C	A	C	G	.70	1.50
		EA.	TEmple 2-7380	8,19,7,9.	200	A	A	C		.70	1.50
		PI.	VAnce 8-5721.	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	FL.	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO.	FIllmore 2-5544	3	200	C	C	DEN		1.05	1.10
		WA.	FIllmore 2-7110	9	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.	EAst 4-4571	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	EA.	FRanklin 5-8565	19.	200	A	C	PHL		.45	1.35
		CA.	4-4947.	3	150	A	C	PHL		.45	1.35
		TW.	FRanklin 6-7353	19.	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.	LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PE.	CHestnut 3-1211	3,19.	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC (See Bend, Ore.)									
REGINA, SASK.	YQR	TC.	LAurence 2-5622	13,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH©	REH	AL (Service Suspended).									
RENO, NEV.	RNO	BL.	FAirview 9-0001	3,54.	200	C	C	SFO	G	.50	1.25
		UA.	FAirview 9-1020	9,5	400	C	C	SFO		.50	1.25
		WA.	FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	MO.	FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC	See Pasco, Wash.									
RICHMOND, IND.©	RID	LC.	4-1121.	3	200						
RICHMOND, VA.	RIC	AA.	FAirfield 2872.	9	500	A	A	C	G	.45	1.25
		AX-(Service Suspended).									
		CA.	7-4605.	22,4.	150	A	A	C		.45	1.25
		EA.	FAirfield 4105.	8,19.	200	A	A	C		.45	1.25
		NA.	REpublic 7-4186	9	200	A	A	C		.45	1.25
		PI.	REpublic 7-4101	3	100	A	A	C	G	.45	1.25
		RD (Service Suspended).									
RIMOUSKI, P. Q.	YRW	QBA		3	400						
RIVERSIDE, CALIF.	JRD	BL.	Overland 9-6221	3	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.	ULster 6-3552	3	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA.	6-0351.	19.	200	A	A	RIC		.45	1.00
		PI.	EMpire 6-0381	19.	100	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 9-4591.	9	200	C	A	C	G	.35	.85
		NW.	ATlas 2-1709.	4	200	C	A	C		.35	.85
		OZ.	3333.	3,54.	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	FAirview 8-4040	9,5	500	A	C	AC	G	.55	1.25
		CA.	BEverly 5-8524.	3,4,8,22.	250	A	C	AC		.55	1.25
		FT.	Baker 9-1473.	Served Through Buffalo N. Y.						.55	1.25
		MO.	FAirview 8-1550	9,3	200	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	OZ.	5-0661.	3,54.	200					.75	1.75
		NO.	WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	804	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.	EMpire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2144.	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	2-1521.	19.	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA	See Utica, N. Y.									
ROSEBURG, ORE.	RBG	WC.	ORchard 3-3231.	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA		3	400						
ROUYN, QUE.	YUY	TC.		22A	200	C	C	C		.75	1.00
RUPERT, IDA.	BYI	WC.	ORchard 8-7402.	3	150	A	A	GFT		No Service Available	
RUTHERFORD, N. J.	RTF	NY.		20.	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA.	PRospect 3-6990	19.	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	GLadstone 6-6406.	19,3.	200	A	C	SFO	G	.60	1.35
		UA.	GArden 1-1000	9,5,6	400	A	C	SFO		.60	1.35
		WC.	GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	1004.	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA.	OXbow 5-6371.	3,22,4.	250	C	C	C		.70	1.45

UMI

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
SAGUENAY, QUE.	YBG	TC.		22.	250					No Service Available	
SAINT JOHN, N. B.	YSJ	TC.	J-1231.	22,13	500	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC.	2370.	13,22A.	1000	C	C	C		.50	1.00
		MAR		3,1,4	500	A	A	A			
ST. JOSEPH, MICH.		See Benton Harbor									
ST. JOSEPH, MO.	STJ	FL.	ADams 4-7919.	J	200	C	C	C		.55	1.35
		OZ.	ADams 2-6066.	J,54.	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA.	PArkview 5-5510	9,5,10,15,52.	7000	A	A	C	G	.60	1.60
		BN.	PErshing 1-2243	9,22.	200	A	A	C		.60	1.60
		CN.	PErshing 1-2231	J	200	A	A	C		.60	1.60
		DL.	PErshing 1-2194	9,5,10,1-A.	6000	A	A	C		.60	1.60
		EA.	PErshing 1-0510	9,19,10,52.	200	A	A	C		.60	1.60
		OZ.	PErshing 1-0990-J	J,54.	200	A	A	C		.60	1.60
		TW.	GEneva 6-4800	8,7,19,50,23.	4000	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP	BN.	Call MSP.	9,5	500	C	A	C		.50	1.15
		CA.	PArkway 1-1831.	22.	150	C	A	C		.50	1.15
		EA.	PArkway 1-5508.	7,10,52	200	A	A	C	G	.50	1.15
		FT.	PArkway 1-3311.	1	6000	C	A	C		.50	1.15
		NO.	PArkway 2-8281.	J,9	200	C	A	C		.50	1.15
		NW.	PArkway 1-3567. Ext. 204.	11,2,4,6,10,52,15A.	2000	C	A	C		.50	1.15
		WA.	PArkway 1-3383.	6,9,52.	200	C	A	C		.55	1.30
ST. PETERSBURG, FLA.	PIE	EA.	HEmlock 5-2121.	7,9,52,8,10,19.	200	C	C	AC	G	.75	1.90
		DL.	HEmlock 6-7754.	5	300	C	C	AC	G	.75	1.50
		MA.	HEmlock 5-2161.	9,6	200	A	C	AC		.75	1.50
		NE Served Through Tampa	TAmpa 7-8492.	6	200	A	C	AC			
		NW.		52.	200						
		RD.	REdwood 6-1351.	1	6000		A	C	AC	.75	1.50
		TC.	5-7611.	(Served Through Tampa)							
		TW Served Through Tampa									
SALEM, ORE.	SLE	UA.	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC.	JUstice 1-2448.	J	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO.	TAylor 7-5553	J	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA.	HArrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL.	3158.	J	150	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL.	DAvis 8-8656.	J,54.	200	A	C	DEN	G	.40	1.10
		FL.	EMpire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA.	DAvis 8-8044.	9,5,6,10,15	6000	A	C	DEN		.40	1.10
		WA.	DAvis 2-0186.	9,6,52.	200	A	C	DEN		.40	1.10
		WC.	DAvis 8-0576.	J	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO.	7196.	J,22.	200	C	C	SAT		.50	1.10
		TT.	8193.	J	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA.	TAylor 4-1401	5,15.	6000	A	A	C	G	.55	1.10
		BN.	TAylor 2-3351	52,5,9,7,10,50A	500	A	A	C		.55	1.10
		CMA	CA-5-6303	4,5		A	A	C			
		CO.	TAylor 6-8591	10,5,6.	400	A	A	C		.55	1.10
		KA.	TAylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT.	TAylor 6-6301	J	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT.	GA-3-4200	J	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	SBE	LX@		20.	200	C		LAX			
	ONT	WA.	YUkon 6-1119.	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA.	CYpress 6-6128.	5,10.	600 (10,000 Via LAX)	C	A	AC	G	.65	1.50
		BL.	CYpress 6-6144.	J,54.	200	C	A	AC		.65	1.50
		FT.	CYpress 6-6273.	Served through BUR	6000	C	A	AC		.65	1.50
		UA.	BElmont 4-7171.	9,5,6,10.	400	C	A	AC		.65	1.50
		WA.	CYpress 8-8861.	6	200	C	A	AC		.63	1.50
SANDSPIT, B. C.	YZP	CP.		J	200						
SAN FRANCISCO, CALIF.	SFO	AA.	YUkon 2-4620.	5,15,50A,10	6000	A	A	AC	G	.75	1.55
		FT.	PLaza 5-9405.	1,15,23	10000	A	A	AC		.75	1.55
		JL@	JUno 3-3612	6	600	A	A	AC			
		PAA	EX-7-1414	11,10,50.	4000	A	A	AC		.75	1.55
		PC.	PLaza 5-9200.	J,19.	200	A	A	AC		.75	1.55
		TW.	YUkon 2-5800.	8,7,50,23	4000	A	A	AC		.75	1.55
		UA.	JUno 8-2424, JUno 8-1443	9,5,15,6,10,53.	6000	A	A	AC		.80	1.70
		WA.	PLaza 6-0677.	6,52.	200	A	A	AC		.75	1.55
		WC.	PLaza 6-8555.	J	150	A	A	AC		.75	1.55
SAN JOSE, CALIF.	SJC	PC.	CYpress 5-5408.	J,19.	200	C	C	SFO		1.00	2.00
SAN JUAN, PUERTO RICO.	SJU	DL.	9-0045.	9	200		A	AC			
		AVIANCA		7							
		EA.	9-0020.	10,6,23,53A	4000	C	A	AC			
		PAA	2-5000.	2,6,10,50	6000		A	AC		.60	1.35
		RD.	9-0360.	1,2	6000	C	A	AC			
		TNC	SAn Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN LOUIS OBISPO, CALIF.	SBP	PC.	Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL.	KImberly 5-1146	J,54.	200	C	C	LAX		.65	1.50
	JSA	LX@		20.	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC.	WOodland 8-5121	19.	200		A	LAX		No Service Available	
		UA.	WOodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC	See San Jose, Calif.									
SANTA CRUZ, CALIF.	WVI	SW (Service Suspended).									
SANTA FE, N. M.	SAF	CO.	YUcca 3-6397.	J,22.	200	C	C	ELP	G	1.05	1.10
		TW.	3-6671.	8	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMX	PC.	WAlnut 5-2541	J	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMO	LX.		20.	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC.	LIberty 2-7095.	J,19.	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y.	SLK	EA.	2052.	19.	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	WA.	ELgin 5-5131.	9,6	200	A	C	TPA		.50	1.00
		RD (Demand Service)								.50	1.00
SASKATOON, SASK.	YXE	TC.	8224.	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	SSM	CA.	MElrose 2-3371.	3,6	250	C	C	AC	G	.50	1.00
		NO.	MElrose 2-3371.	J	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	YAM	TC.	Algoma 6-5666	22A	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL.	ADams 3-0267.	9,3	300	A	A	C	G	.75	1.90
		KA.	ADams 3-6651.	19.	200	A	A	C		.75	1.50
		NA.	ADams 6-8234.	9	200	A	A	C		.75	1.50
SCOTTSBLUFF, NEB.	BFF	FL.	MElrose 5-2067.	J	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P. Q.	YKL	QNA		J	400						
SCRANTON, PA.	AVP	See Wilkes-Barre, Pa.									
SEATTLE, WASH. (Seattle Tacoma).	SEA	AS.	CHerry 2-0600	4,6	1000	C	C	AC	G	.50	1.50
		NW.	CHerry 4500	11,6,10,15A,4,2,52.	2000	C	C	AC		.50	1.50
		PAA	MA-4-2121	10,50,6	600	C	C	AC		.50	1.50
		PW.	CHerry 3-1079	4,8,16.		C	C	AC		.50	1.50
		TC.	CHerry 2211	J	300	C	C	AC		.50	1.50
		UA.	CHerry 4-4000	9,6,10,5,53	400	C	C	AC		.60	1.65
		WA.	CHerry 3-5800	6,52.	200	C	C	AC		.50	1.50
SEATTLE, WASH. (Boeing Field).	BFI	FT.	PArkway 3-5916.	1	10000	C	C	AC		.60	1.65
		WC.	PArkway 3-5500.	J	150	C	C	AC		.60	1.65
SELMA, ALA.	SEM	DL.	4-7581.	J	200	C	C	ATL		.45	.90
		SO.	TRinity 4-7581.	J	100	C	C	ATL		.45	.90
SEVEN ISLANDS, QUE.	YZV	TC.		22.	600	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA.	EVergreen 3-5521.	19,9.	200	C	A	BHM		.35	.75
		SO.	EVergreen 3-4581.	J	200	C	A	BHM		.35	.75
SHERIDAN, WYO.	SHR	WA.	ORchard 4-2424.	6	200	C	C	CYS		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SHERMAN, TEX.	SWI	CN.	TWinbrook 2-4328.	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	ME 1-7451	9,5	200	C	A	DAL		.65	1.35
		DL.	6-1831.	9,3,8,19.	3000	C	A	DAL		.65	1.35
		TT.	6-4571.	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL.	838	3	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNY	FL.	3542.	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.	53 8-3021	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	8-5553.	9	200	A	C	OMA		.45	.95
		NO.	8-0591.	3	200	A	C	OMA		.45	.95
		OZ.	5-6308.	3,54.	200	A	C	OMA		.45	.95
SIOUX FALLS, S. D.	FSD	BN.	4-6051.	9	200	C	C	MSP	G	.55	1.10
		NO.	EDison 4-9943	3	200	C	C	MSP		.55	1.10
		WA.	4-4994.	9,6	200	A	C	MSP		.55	1.10
SMITHERS, B. C.	YYD	CP.		1,3,6,9	200						
SOUTH BEND, IND.	SBN	FT.	ATlantic 8-4441	Served Through Chicago					G	.55	1.20
		LC@	CEntral 4-4172.	3	200	A	A	CHI			
		NO.	CEntral 3-5131.	3,9	200	A	A	CHI		.55	1.20
		TW.	CEntral 2-1414.	19.	250	A	A	CHI		.55	1.20
		UA.	CEntral 2-4811.	9,6	300	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C.	SOP	PI.	2-8941.	3	100	C	C	ROU		1.00	1.00
SPARTANBURG, S. C.	SPA	DL.	7131.	3	200	A	A	ATL		.45	1.10
		EA.	3-6326.	19.	200	A	A	ATL		.45	1.10
		SO.	3-5532.	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	57.	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NW.	MAdison 4-3213.	11,4,6,10,2	500	A	A	C	G	.60	1.60
		UA.	TEmple 8-8222	9,5,6	300	A	A	C		.60	1.75
		WC.	RI-7-7114	3	150	A	A	C		.60	1.60
SPRINGFIELD, ILL.	SPI	AA.	8-3464.	9	250	C	A	C	G	.40	1.10
		OZ.	8-9677.	3,54.	200	C		C		.40	1.10
SPRINGFIELD, MASS. (Bradley Field)	BDL	AA.	REpublic 7-3774	Served Through Hartford.					G	.65	1.25
		EA.	REpublic 2-6275	Served Through Hartford.						.65	1.25
		FT.	REpublic 4-5675	Served Through Hartford.						.65	1.25
		NE.	NAtional 3-4418	Served Through Hartford.						.65	1.25
		TW.								.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25
		MO.	REpublic 7-0107	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	4-1871.	9	250	A	C	MKC	G	.40	1.10
		DL.	4-7353.	9,3	200	A	C	MKC		.40	1.10
		OZ.	4-6861.	3,54.	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO@	SGH	LC.	ENterprise 5-6408	Served Through Dayton							
STAMFORD, CONN.	SCC	NY.	DAvis 3-8785.	20.	200			LGA		No Service Available	
STATE COLLEGE, PA.	PSB	See Philipsburg, Pa.									
STAUNTON, VA.	SHD	PI.	Weyers Cave 2761.	3	100	C	C	DCA		.70	1.40
STEPHENVILLE, NFLD.	YJT	TC.	5132.	13,22	1000	C	C	AC		.35	.75
		MAR	3-2144.	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.	LA-2-5445	3	200						
STEVENS POINT, WIS.	STE	NO.	DIamond 4-2233.	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.	HOward 4-2440	3	200	C	C	SFO	G	.80	1.85
		UA.	HOward 6-9755	9	300	C	C	SFO		.80	1.85
STUART, FLA.	SUA	RD (Demand Service)	933	1	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.	OSborne 4-4248.	22.	400	C	C	C		.50	1.00
SUPERIOR, WISC.	---	See Duluth.									
SWIFT CURRENT, SASK.	YYN	TC.	4945.	3	200	C	C	C		.70	.75
SYDNEY, N. S.	YQY	TC.	4546.	13,22	1000	C	C	C		.50	1.00
SYRACUSE, N. Y.	SYR	AA.	GLenview 4-2423	9,5,10.	500	C	C	C	G	.45	1.25
		EA.		7,19.	200	C	C	C		.45	1.25
		MO.	54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	BRoadway 2-9188	6	200	C	C	AC		.65	1.75
		NW (See Seattle)									
TALLAHASSEE, FLA.	TLH	EA.	3-2800.	19,9.	200	A	A	PFN	G	.50	1.50
		NA.	2-4410.	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.								.75	1.50
		EA.	REdwood 2-2461.	8,7,19,9,52,10.	200	A	A	AC	G	.75	1.50
		DL.	REdwood 6-9447.	5,1A.	2000	A	A	AC		.75	1.50
		NA.	REdwood 6-9833.	9,5,6,52.	400	A	A	AC		.75	1.50
		NE.	REdwood 6-2987.	6,22.	200	A	A	AC		.75	1.50
		NW.		52.	200					.75	1.50
		RD.	REdwood 6-1351.	1	6000	A	A	AC		.75	1.50
		TC.	ENterprise 5-7611	13,22	350	A	A	AC		.75	1.50
		TW.	REdwood 6-4108.	7	250	A	A	AC		.75	1.50
		ASA	HEmlock 5-2151.	1	200	A	A	AC			
TEMPLE, TEX.	TPL	CO.	PR-3-5222	3	200	C	C	SAT	G	.55	.55
		TT.	PR-8-2777	3	150	A	C	SAT		.55	1.35
TERRACE, B. C.	YXT	CP.	152	3	200	C				.23	.60
TERRE HAUTE, IND.	HUF	LC@	L-6159.	3	200	A	C	EVV			
		TW.	LIncoln 1234.	19.	250	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.		19.	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6562.		200	C	C	DAL		.50	1.10
		TT.	2-4517.	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	MO.	MUrdock 1-1223.	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.	1440.	22A	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	HOlland HU 7-2121	3	150	C	A	C	G	.45	1.50
		DL.	HOlland 7-2369	9,3	300	C	A	C		.45	1.50
		EA.	HOlland 7-2311.	9,7,10.	200	C	A	C		.45	1.50
		FT.	CHerry 4-4276	Served Through Detroit Mich.						.45	1.35
		LC	UN(Holland)5-2358	3	200	C	A	C			
		TW.	CHerry 4-8343	3,19.	250	C	A	C		.45	1.50
		UA.	UNiversity 5-5261	9,6,5	300	C	A	C		.45	1.50
TONOPAH, NEV.	TPH	BL.	742	3	200	C	A	SFO		No Service Available	
TOPEKA, KAN.	TOP	CO.	CEntral	3	200	A	A	MKC	G	.55	1.25
		CN.	CEntral 3-9671.	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.	EMpire 8-6365	9,5,52.	600	A	A	AC		.55	1.25
		CP.	BUtler 6-3601	14A	500	A	AC	AC		.45	1.10
		TC.	EMpire 6-9471	12,13,7,22,53	500	A	A	A		.45	1.50
TRAIL, B. C.		See Castlegar	1388.	9	200	C	C			.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WIndsor 7-5955.	3,4	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AL.	TUxedo 2-4100	3	150	C	A	PHL		.55	1.10
		NY (Service Suspended)									
TUSCON, ARIZ.	TUS	AA.	MAin 3-4911	5,10.	250	A	A	DUG	G	.78	1.50
		FL.	MAin 2-7447	3,9	200	A	A	DUG		.78	1.50
		TW.	MAin 3-5438	8	250	A	A	DUG		.78	1.50
TULSA, OKLA.	TUL	AA.	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.	TEmple 5-1561	9	500	A	A	MKC		.50	1.25
		CO.	TEmple 5-7677	3,5,22.	200	A	A	MKC		.50	1.25
		CN.	TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.	TEmple 5-8431	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	SO.	VInewood 2-8700	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	PL-2-3541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MSL	See Sheffield, Ala.									
TWIN FALLS, IDA.	TWF	WC.	REdwood 3-6721.	3	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	4-9379.	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.	HOmestead 2-3742	3	200		C			No Service Available	
UNIVERSITY, OXFORD, MISS.	UOM	SO.	2498.	3	100					No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
URBANA, ILL.	CML	See Champaign, Ill.									
UTICA, N. Y.	UCA	MO.	6-9375.	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.		22.	350	C	C	C		.50	1.00
VALDOSTA, GA.	VLD	NA.	CHerry 2-4862	1	100	C	C	JAX		.60	1.35
		SO.	CHerry 2-8945	3	100	C	C	JAX		.60	1.35
VALENTINE, NEB.	VTN	FL.	82.	3	200			OMA		No Service Available	
VANCOUVER, B. C.	YVR	TC.	TAtlow 6301	12,13,3,7,22,53	500	C	C	C		.35	1.00
		UA.	CRestwood 8-2177.	10,6,5.	300	C	C	C		.45	.85
		CP.	MUtual 3-9211	3,6,9,14A	500	C	AC	C		.35	.85
VENTURA, CALIF.	OXR	See Oxnard, Calif.									
VERNAL, UTAH	VEL	FL.	973	3	200	C	A	DEN		No Service Available	
VERO BEACH, FLA.	VRB	EA.	JOrdan 7-3456	19.	200	A	A	PBI		.35	.75
VICKSBURG, MISS.	VKS	SO.	550	3	100	C				.75	1.50
VICTORIA, B. C.	YVJ	TC.	2-5147.	3	300	C	C	C		.35	.75
VICTORIA, TEX.	AOE	TT.	HI-5-2341	3	150	C		SAT		No Service Available	
VIRGINIA BEACH, VA.	ORF	PI.	UL-5-4761	3					G		
VISALIA, CALIF.	VIS	UA.	REdwood 4-9293.	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PLaza 7-2561	9	200	C	A	DAL	G	.55	1.25
		CO.	PLymouth 4-4618	3	200	C	A	DAL		.55	1.25
WALLA WALLA, WASH.	ALW	UA.	JAckson 5-5860.	9	200	A	A	GEG		.75	1.35
		WC.	JAckson 9-0780.	3	150	A	A	GEG		.75	1.35
WASHINGTON, D. C.	DCA	AA.	EXecutive 3-6460.	9,5,15,10,50A,52.	6000	A	A	AC	G	.65	1.50
		AL.	DIstrict 7-9660	3,19,9.	150	A	A	AC		.65	1.50
		AX-(Service Suspended).									
		BN.	STerling 3-6280	5,52.	500	A	A	AC		.65	1.50
		CA.	STerling 3-3000	3,4,8,22.	250	A	A	AC		.65	1.50
		DL.	DIstrict 7-9640	9,10,8.	300	A	A	AC		.65	1.50
		EA.	REpublic 7-6880	10,8,6,7,19,52.	200	A	A	AC		.65	1.50
		NA.	DIstrict 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.	STerling 3-3931	6,22.	200	A	A	AC		.65	1.50
		NW.	STerling 3-9014	10,6.	200	A	A	AC		.65	1.50
		PAA	REpublic 7-5700	50.	400	A	A			.65	1.50
		PI.	DIstrict 7-1800	3	100	A	A	AC	G	.65	1.50
		RD.	Served Through Baltimore, Md.							.65	1.50
		TW.	STerling 3-4221	8,7,19.	400	A	A	AC		.65	1.50
		UA.	STerling 3-0895	9,10,6,5.	300	A	A	AC		.65	1.50
WATERLOO, IOWA.	ALO	BN.	ADams 4-6835.	9	500	C	C	FIA		.55	1.35
		CE.	ADams 2-0042.	3,54.	200	C	C	FIA		.55	1.35
WATERTOWN, N. Y.	ART	EA.	TEnnyson 6-3311	19.	200	C	C	A	G	.45	.85
		MO.	TEnnyson 6-2020	9,3	200	C	C	A		.45	.85
WATERTOWN, S. D.	ATY	NO.	TUrner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	TRinity 2-2133.	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y. T.	YQH	CP.		1,3,6,9	200						
WAUSAU, WISC.	AUW	MO.	VIking 2-2096	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.	3400.	19.	200	C	A	JAX		No Service Available	
WAYNESBORO, VA.	SHD	PI.	Weyer Cave 2761	3	100	C	C	DCA		.70	1.40
WENATCHEE, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE	See Helena, Ark.									
WEST PALM BEACH, FLA.	PBI	DL.	JU-5-0621	10.	200	A	A	AC		.40	1.35
		EA.	OVerland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		NA.	TEmple 3-7277	9	200	A	A	AC		.40	1.35
		RD.	TEmple 3-2548	1,15.	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF	See Springfield, Mass.									
WHEELING, W. VA.	HLG	AL.	WOodsdale 944	3,19.	150	C	C	PIT	G	.50	1.10
		CA.	WOodsdale 3308.	3	150	C	C	PIT		.50	1.10
		TW.	CRestview 7-1500.	19.	250	C	C	PIT		.50	1.10
WHITEHORSE, Y. T.	YXY	PAA	2191.	6	600		A	C			
		CP.	2211.	3,6,9	500	C	C	C			
WHITE PLAINS, N. Y.	HPN	MO.	8-5555.	3	200	C		LGA		.60	1.20
		NY.		20.	200	C		LGA		.60	1.20
		PA (See New York)	ST-6-7341								
WHITE RIVER JCT., VT.	LEB	NE.	LEb 1040.	3	200	C	C	HTV		No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,5,52.	2000	A	A	MKC		.60	1.20
		CO.	WH-3-4241	22,5.	200	A	A	MKC		.60	1.20
		CN.	WHitehall 3-3275.	3	200	A	A	MKC		.60	1.20
		CE.	WHitehall 3-4191.	3,54.	200	A	A	MKC		.60	1.20
		TW.	AMherst 5-9613.	8,7	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-4520.	9	200	A	A	DAL		.75	1.50
		CO.	32-2-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AA.	OLympic 4-6708.	9	250	C	C	PHL		.65	1.50
		AL.	OLympic 5-1772.	3,19.	150	C	C	PHL		.65	1.50
		EA.	OLympic 4-4649.	19.	200	C	C	PHL		.65	1.50
		TW.	OLympic 5-1171.	19.	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B. C.	YWL	CP.		1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	8-2616.	3,19.	150	A	C	PIT		.60	1.30
		CA.	8635.	3	150	A	C	PIT		.60	1.30
		TW.	8-8683.		250	A	C	PIT		.60	1.30
WILLISTON, N. D.	ISN	FL.	GReenfield 3-6019	3	200	A	A	GFK		No Service Available	
WILMINGTON, CALIF.	WOM	LX.		20.	200			LAX			
WILMINGTON, DEL.	ILG	AL.	EAst 8-3190	3	150	A	A	C		.65	1.55
		EA.	EAst 8-5671	19.	200	A	A	C		.65	1.55
WILMINGTON, N. C.	IMN	NA.	ROger 3-6232.	9	200	A	C	C	G	.55	1.50
		PI.	ROler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	WOodward 5-1000	Served Through Detroit, Mich.						No Service Available	
		TC.	Clearwater 4-1111	22.	300	C	C	C		.50	1.00
WINNIPEG, MAN.	YWG	CP.	WHitehall 3-8421.	14A	500	C	AC	C		.35	.75
		TC.	93-9361	12,13,3,22.	1000	C	C	C		.35	.75
		NW.	67921	4,6	200	C	C	C		.35	.75
WINONA, MINN.	ONA	NO.	8-2144.	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.	911	3	200	C	C	DHO		No Service Available	
WINSTON-SALEM, N. C.	INT	CA.	4-9382.	3,22.	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19.	200	A	A	C		.55	1.10
		PI.	PArk 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	STE	See Stevens Point, Wisc.									
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	GTF		No Service Available	
WOONSOCKET, R. I.	SFZ	NE.	POplar 2-6230	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	ORH	MO.	PLeasant 7-6367	9,3	200	A	C	C	G	.45	1.45
		NE.	Swift 9-4431.	3	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	FIreside 7-2142.	3	200	C	C	GTF		No Service Available	
WORTHINGTON, MINN.	OTG	NO.	3-6655.	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	GLencourt 3-9934.	4	200	A	A	SEA	G	.75	1.50
		WC.	CHestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA.	YAK	PN.	4	16.	200					.60	1.00
YANKTON, S. D.	YKN	NO.	NOrth 5-7109.	3	200	C	C			No Service Available	
YARMOUTH, N. S.	YQI	TC.	1287.	22.	300	C	C	C		.50	1.00
YORKTON, SASK.	YQV	TC.	34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	LIberty 5-9413.	3,4	250	A	C	CAK	G	.50	1.60
		LC	LIberty 5-2511.	3	200	A	C	CAK			
		UA.	LIberty 5-9744.	6	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV	See Marysville, Calif.									
YUMA, ARIZ.	YUM	BL.	SUnset 2-1871	3,54.	200	A	C	SAN		.45	.85
ZANESVILLE, OHIO	ZZV	LC.	GLadstone 2-7561.	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only	Capital	
Cut or uncut flowers and nursery stock	All points	West Coast	
Live Animals	Through Chicago	Ozark	
Live Animals	All points	Trans-Texas	Applies to Excess Baggage and Air Express, June 1-Oct. 1.
Live Animals, including dogs, cats, monkeys, chinchillas, etc. (except dogs trained to lead the blind)	All points	Pacific	Applies to Excess Baggage, Air Express or Air Freight.
Meat, Meat Products	Off Line points within Mexico	AA	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Household Goods	Note 2: Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X		X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CARIBBEAN ATLANTIC AIRLINES, INC.								X														
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X								X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X			X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X		X			X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X		X	X	X	X	X	X	X	X	X			
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

UMI

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7BF	15	G-23
Douglas DC-6A, (Comb.)	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
De Haviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53, 53A, 53B	G-25
Fairchild F-27 (See DC-3 Chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	432	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES) 56	58	60	62	64	66	WIDTH ONLY (IN INCHES) 68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	106	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN	23"x28"x44"	LC	20"x24"x44"
CP	24"x28"x357"	FL	36"x44"x86"
	56"x56"x 93"	NE, PC	28"x 40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30	30	
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL, PAA
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

	Line	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100			
6	A	211	211																			
	B	200	200																			
	C	200	200	200	200	200	193	188	181	153	147	141	135	128	121	116	112	105	97	91		
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	189	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
16	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	99												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	85	76	76					
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	85	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	88	89	89	89	89	89	87	78	78	73	73	67	67	66	63
44	B	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
59	B	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B	89	89	89	89	89	89	89	89	89	89	89	85									

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	152	100	202	177	158	142		128	117	110	107	105	71	68	63		58	56		48	44	39	
	B	152					100	200		100	100		100		100	100		100	123	100				100	100
3	B	152					100	226		220	220		200		200	200		200	111	100				100	100
4	A	110	100	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42				
	B	100					100	200		200	200		200		200	200		200	111	100				100	100
6	A	110	100	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42				
	B	100					202	170		170	170		170		170	170		170	101	100				100	100
8	A	110	100	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42				
	B	100					177	152		152	152		152		152	152		152	100	100				100	100
9	B	100					158	137		137	137		137		137	137		137	100	100				100	100
10	A	110	100	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42				
	B	100					158	137		137	137		137		137	137		137	100	100				100	100
12	A	110	100	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42				
	B	100					142	128		124	124		124		124	124		124	100	100				100	100
13	A	120	255	197	174	156	139		126	116	109	107	106	65	60		55	50		45	43				
	B	100					128	116		116	116		116		116	116		116	100	100				100	100
14	A	100	255	197	174	156	139		126	116	109	105	104	65	60		55	50		45	43				
	B	100					128	116		116	116		116		116	116		116	100	100				100	100
15	B	100					124	116		108	108		108		108	108		108	100	100				100	100
16	A	100	263	210	173	153	137		124	115	109	105	103	65	60		55	50		45	43				
	B	100					124	116		108	108		108		108	108		108	100	100				100	100
17	B	100					124	116		108	104		104		104	104		104	100	100				100	100
18	A	100	234	190	160	150	135		122	113	108	104	101	65	60		55	50		45	43				
	B	100					124	116		108	104		104		104	104		104	100	100				100	100
20	A	100	225	186	165	147	133		121	112	107	104	102	65	60		55	50		45	43				
	B	100					124	116		108	104		101		101	101		101	60	60				60	60
22	A	100	219	181	162	144	130		119	111	106	103	101	57	52		48	45		42	42				
	B	100					124	116		108	104		100		80	80		80	62	62				29	
23	B	100					124	116		108	104		100		68	68		65	62	62				29	
24	A	100	212	177	150	141	128		118	110	105	102	101	57	52		48	45		42					
	B	100					124	116		108	104		100		68			65	62	62				29	
25	B	100					124	116		108	104		100		68	29		29	29	29				29	
26	A	100	206	174	155	147	126		116	109	104	101	101	29	29		29	29		29					
	B	100					124	116		108	104		100		68	29		29	29	29				29	
28	A	100	200	170	152	147	126		114	108	104	101	100	29	29		29	29							
	B	100					124	116		108	104		100		43	29		29	29	29				29	
29	A	121	111	101	93	85	78		71	68	65	29		29	29		29	29							
32	A	96	90	85	80	76	70		67	67	57	29		29	29		29	29		A-applicable only to TCA					
34	A	87	82	79	73	67	64		61	59	57	29		29	29		29	29							
39	A	56	55	54	54	53	52		52	51	51	29		29	29		29	29		B-Not applicable to TCA					

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
3	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	160	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	95	90	80	75	70	60	55
18	170	170	170	170	156	146	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60	
32	170	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55	
34	170	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55	
36	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55	
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)

	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	68	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only (in inches) 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
33	83	79	76	73	71	68	67	64	62	60	57	53	49	45	41	38
36	80	77	73	70	68	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C

UMI

9 CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

11 BOEING STRATOCRUISER

Second Dimension (In Inches) \ First Dimension (In Inches)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
64	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
68	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
72	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27
76	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27
92	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
96	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27		
100	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27			
104	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27				
108	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27					
112	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27						
116	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27							
120	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27								
124	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27									
128	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27										
132	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27											
136	27	27	27	27	27	27	27	27	27	27	27	27	27	27												
140	27	27	27	27	27	27	27	27	27	27	27	27	27													

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

12 CANADAIR NORTH STAR (ALL-CARGO)

Width (In Inches) \ Height (In Inches)	30	48	62	67	68	69	70	71	71½
1	372	372	312	251	239	227	209	190	166
2	372	372	290	238	226	215	199	183	158
3	372	350	269	227	215	205	190	175	151
4	372	330	255	216	205	196	181	168	146
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	104
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	156	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

Second Dimension (In Inches)	Line	First Dimension (In Inches) 2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	88	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72	72				
	B												70	70	70	70	70	70	70	70	70	46	46	46	46	–
	C												80	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	43
	E	105	105	105	104	92	86	78	74	68	64	60	56	52	48	44									
	F	105		105		84		80		80			58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	48
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A														30	30									
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	43	43
	D														46	46	46	46	46	46	46	46	46	46	40
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

UMI

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47			
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47			
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47			
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47					
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

14 DOUGLAS C-47 (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES) — WIDTH ONLY (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	40	44	48	52	56	60	64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15-A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

15 DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7B F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	296	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

Width only (in Inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

WIDTH	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	80	83
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
26	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	70	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	—
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A—applicable to TCA only
B—Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	194	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)		54	60	66	72	
3	A	792	792	696	492	
		840	840	696	486	414
6	A	792	792	624	456	
		840	792	624	462	372
9	A	792	696	528	396	
		840	702	534	402	366
12	A	756	624	492	360	
		762	624	495	366	297
18	A	576	492	396	288	
		576	498	396	293	264
24	A	480	396	312	240	
		480	402	318	246	228
30	A	384	324	264	216	
		390	327	270	216	198
36	A	324	276	228	180	
		324	276	231	189	162
48	A	240	204	180	144	
		240	210	176	144	132
60	A	180	156	132	108	
		186	165	138	110	108
72	A	132	120	108		
		141	117	110		
88		117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH
A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

UMI

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	—	—
	B	127	120	112	103	95	87	78	70	63	53	—	—
	C	171	156	144	132	118	107	100	70	62	52	—	—
44	A	232	214	186	161	137	123	113	105	96	85	65	—
	B	133	126	118	110	102	95	88	85	82	80	65	—
	C	182	167	156	144	130	119	110	82	80	80	64	—
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	—	—
40	A	243	229	202	178	156	140	124	114	106	95	85	—
	B	149	141	134	133	130	124	116	109	102	95	85	—
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8 Applicable To DL Only

HEIGHT IN INCHES

WIDTH IN INCHES	MAXIMUM LENGTH — INCHES															
	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)																		
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44	
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46	
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50	
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51	
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61	
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69	
16	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72	
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51	

53 DOUGLAS DC-8

HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES											
	3	6	9	12	15	18	21	24	27	30	33	36
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53B DOUGLAS DC-8 Applicable to EA Only

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	250	246	246	246	246	236	229	224	222	220	217	215	209	
12	283	258	240	220	214	208	202	198	192	188	186	182	181	179	177	175	170
15	283	238	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	79	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27 (Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Chinchillas	AC(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2-6)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Rats	AC(2)	N	A(2-34)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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	FT	IX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	N	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(3-31)	N	A(2-41)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	A(2-4-41)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	N	A(3-31)	N	AC(2-16-41)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(29-7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50n)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50-23-26)	A(2-9)	A(2-9)
Lobsters	A(50n)	A(50n)	A(50n)	A(50n)	A(50n)	A(3-50n)	(E)	A(50n)	A(50n)	A(50n)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50n)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3(50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	N	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	N	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	N	A(3-31)	(E)	A(2-41)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Goslings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-41)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-41)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	A(2-23-26)	A(2-6)	A(2)

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	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	A(2-20)	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-20)	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpansees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a)	A(9)	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42-42B)	AC(2)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

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SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
(E)-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX(E)	LC(E)	MO	MA
Alcoholic Beverages	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	N
Eggs, raw poultry	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	N	N
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	N
over 60" in length	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	N
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages	A(12)	(E)	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A(41)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents	A	N	N	A	A	N	N	A	A	A	A	A	A	A	A	A
Fabrics in rolls	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length.	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	N	AC	A(21)	A(21)	N
Foods, perishable	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14)	N	N
Human remains, Infant	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	(E)			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

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SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water *container*, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood, metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be of sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means for retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.

   CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.

   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft except between California and Hawaii.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-4 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-4 aircraft — Up to 60 inches
    Viscount aircraft — Up to 56 inches
    North Star aircraft — Up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. **Recommended** that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.

50a. **Recommended** that packaging shall be a basic outer case of double faced corrugated board, lines on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.

51. **Recommended** that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

51a. **Recommended** that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.

52. **Recommended** that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 ✈	583 ✈	C-46 Read Down	Read Up	584 ✈	582 ✈	617 ④
1200	0500	0530	Lv MAIQUETIA (CARACAS)	Ar	1015	0920	1515
		0630	Ar BARCELONA				
		0645	Lv BARCELONA				
		0705	Ar CUMANA				
		0720	Lv CUMANA				
		0740	Ar PORLAMAR				
		0755	Lv PORLAMAR				
		0815	Lv CARUPANO	Lv	0830		
			VALERA	Lv			
			VALERA	Ar			
	0700		Ar MARACAIBO	Lv		0720	
			KINGSTON	Lv			1030
			KINGSTON	Ar			1000
1830			Ar MIAMI	Lv			0700

AEROLINEAS ARGENTINAS (ARG)

692 ① ③⑥	620 ② ⑤⑦	C-47 Read Down	Read Up	621 ① ③⑥	693 ① ③⑥
	0630	Lv BUENOS AIRES	Ar	0205	
	0850	Ar BAHIA BLANCA	Lv	2355	
	0905	Lv BAHIA BLANCA	Ar	2340	
	1150	Ar TRELEW	Lv	2120	
	1205	Lv TRELEW	Ar	2105	
	1335	Ar COMODORO RIVADAVIA	Lv	1945	
	1435	Lv COMODORO RIVADAVIA	Ar	1930	
	1545	Ar PUERTO DESEADO	Lv	1820	
	1600	Lv PUERTO DESEADO	Ar	1805	
	1705	Ar SAN JULIAN	Lv	1710	
	1725	Lv SAN JULIAN	Ar	1650	
	1755	Ar SANTA CRUZ	Lv	1620	
	1810	Lv SANTA CRUZ	Ar	1605	
	1900	Ar RIO GALLEGOS	Lv	1515	
0900		Lv RIO GALLEGOS	Ar		1415
1010		Ar RIO GRANDE	Lv		1355
1025		Lv RIO GRANDE	Ar		1350
1115		Ar USHUAIA	Lv		1200

AEROFLOT (AFL)

125 ¥	IL-12 Read Down	Read Up	126
0740	Lv MOSCOW, Vnukovo	Ar	
1020	Ar KIEV	Lv	
1110	Lv KIEV	Ar	
1240	Ar ODESSA	Lv	
1330	Lv ODESSA	Ar	
1400	Ar BUCHAREST, Baneasa	Lv	
1445	Lv BUCHAREST, Baneasa	Ar	
1600	Ar SOFIA, Vrajdebna	Lv	

AIR FRANCE (AF)

750 DC-4 ②④⑤	896 DC-4 Ex. ①⑦		897 DC-4 Ex. ①⑦	751 DC-4 ②④⑤
1120	0200	Lv PARIS, Orly Ar	0735	2330
	0335	Ar LONDON, Airport Central Lv	0600	
1310		Ar FRANKFURT, Rhein Main Lv		2130
1440		Lv FRANKFURT, Rhein Main Ar		2005
1620		Ar BERLIN, Tempelhoff Lv		1820
		Ar ORAN, La Senia		
		Ar ALGIERS, Maison Blanche Lv		

ARIANA AFGHAN AIRLINES

DC-4 Read Down	Read Up
Lv KABUL	Ar
Ar KANDAHAR	Lv

AIR JORDAN

212 ⑦	C-46 Read Down	Read Up	213 ⑦
0900	Lv AMMAN	Ar	1710
1100	Ar DAMASCUS	Lv	1710
1130	Lv DAMASCUS	Ar	1640
1110	Ar BEIRUT	Lv	1500

ALASKA AIRLINES (ASA)

101 #	DC-6C Read Down	Read Up	100 #
0900	Lv SEATTLE	Ar	0440
1250	Ar FAIRBANKS	Lv	2100
1625	Lv FAIRBANKS	Ar	2020
1745	Ar ANCHORAGE	Lv	1900

ALL NIPPON AIRWAYS

18 Ex①	DC-3 Read Down	Read Up	17 Ex①	67 Ex①
	Lv FUKUOKA			0550
	Ar OSAKA	Ar	0245	
0010	Lv OSAKA	Lv		0330
0200	Ar TOKYO			
	Lv TOKYO		0030	

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Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815	855	853 DC-6 # EX	803 DC-6A # EX	807 # EX	801 # EX	855 # EX	821 # EX	827 # EX	DC-7BF	822 # EX	816 # EX	802 # EX	824 # EX	806 # EX	810 # EX	824	856	814	818	808
⑥	⑤	⑦ ①	⑦ ①	⑦ ①	⑥ ⑦	⑤ ⑥ ⑦	⑦ ①	⑥ ⑦		⑥ ⑦	⑥ ⑤ ⑦	⑥ ⑦	⑤ ⑥ ⑦	⑦ ①	⑥ ⑦ ①	⑤	⑦	⑥	⑥	①
2245					2215				Lv BOSTON.....Ar		1226					1611		2011		
					2301				Ar HARTFORD.....Lv											
					0005				Lv HARTFORD.....Ar											
		0130	0200						Ar NEW YORK (LGA)Lv					2246						
1200									Lv NEW YORK (LGA)Ar		1115					1500		1900		
0115	2255			0200		2255		2215	Ar NEW YORK (EWR)Lv		0959	1609	1507		1844	1344		1734	1359	1559
									Ar PHILADELPHIA..Lv					2205						
									Lv PHILADELPHIA..Ar					2108						
									Ar BALTIMORE.....Lv					2030						
									Lv BALTIMORE.....Ar					1829						
									Ar WASHINGTON....Lv			1500								
									Lv WASHINGTON....Ar			1340								
				0319					Ar BUFFALO.....Lv				1345							
				0430					Lv BUFFALO.....Ar				1247							
			0353						Ar CINCINNATI....Lv					1535						
			0450						Lv CINCINNATI....Ar					1429						
0238	0018				0137	0018			Ar DETROIT.....Lv		0650		1035			1035		1425		
0355	0355				0255	0130			Lv DETROIT.....Ar		0547		0927			0927		1322		
									Ar NASHVILLE.....Lv			0930								
									Lv NASHVILLE.....Ar			0834								
									Ar MEMPHIS.....Lv			0735								
									Lv MEMPHIS.....Ar			0645								
0513	0248	0355		0535		0248			Ar CHICAGO (MDW).Lv		0440		0820		1500	0820		1215	1015	1215
0635	0420			0710		0420			Lv CHICAGO (MDW).Ar		0325		0645		1413	0645	1713	1058	0900	
					0417			0031	Ar CHICAGO (ORD).Lv					1305						
					0540			0150	Lv CHICAGO (ORD).Ar					1051						
									Ar ST. LOUIS.....Lv					0930						
									Lv ST. LOUIS.....Ar					0840						
									Ar TULSA.....Lv											
									Lv TULSA.....Ar											
0658	0643		0725			0643			Ar DALLAS.....Lv			0500			1000		1300	0645		
1015	0830		0910				0400		Lv DALLAS.....Ar	0250		0334					1124	0500		
	0946								Ar SAN ANTONIO...Lv								1015			
	1130								Lv SAN ANTONIO...Ar								0845			
	1415								Ar MEXICO CITY...Lv								0600			
1415			1330	1200	1030		0800	0640	Ar LOS ANGELES...Lv	2100			2230	0005		2230		2310	0045	
1530				1300				0740	Lv LOS ANGELES...Ar									2140	2225	
1700				1430				0910	Ar SAN FRANCISCO.Lv		1855	2100						2000	2145	

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170	337 170	335 DC-4	331 170	353 170	357 170	351 170	347 170	345 DC-4	385 DC-4	388 DC-3	DC-3; DC-4 Bristol 170	387 DC-3	386 DC-4	346 DC-4	348 170	352 170	358 170	354 170	332 170	336 DC-4	338 170	368 170
① ②③ ④⑤		②③ ④⑤	①⑦		⑦	②③ ④⑤	②③ ⑤⑥	①	②③ ⑤⑥	②③ ⑤⑥	Read Down Read Up	① ②③ ④⑤	① ②③ ④⑤	①	② ③④ ⑤⑥	②③ ④⑤	⑦	② ③④ ⑤⑥	①⑦	②③ ④⑤	✕	① ②③ ④⑤
									0120	0040	Lv SYDNEY.....Ar	2250	2330									
									↓	0355	Ar BRISBANE....Lv	1930										
									0400		Ar MELBOURNE...Lv		↑ 2100									
0515	1700	0915	0545	2045	1500	1300	0500	0500			Lv MELBOURNE...Ar			1030	1045	1845	2045	0230	1235	1540	2350	1120
↓	↓	↓	↓	2250	1705	1505	0705	0645			Ar LAUNCESTON..Lv			0845	0835	1635	1835	0020	↑	↑	↑	↑
	1935	1125	0820								Ar HOBART.....Lv								0950	1325	2105	
0705											Ar DEVONPORT...--											
0805											Lv DEVONPORT...--											
0835											Ar WYNYARD.....Lv											0935

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46	101 DC-4	123 DC-4	301 C-46	101 DC-4	125 C-46	101 DC-4		102 DC-4	304 C-46	124 DC-4	302 C-46	132 C-46	102 DC-4	102 DC-4	502 C-46
①	②	②	③	④	④	⑤		②	③	③	③	①	④	⑤	⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA-ST. PETERSBURG*.Ar	1900		2145		1400	1900	1900	1900
↓	↓	↓		↓	↓	↓	Ar MIAMI.....Lv			2030					↓
2000		0100			2000		Lv MIAMI.....Ar			1900					1330
2200		0300			2200		Ar GUATEMALA.....Lv			↓					1200
	0845			0845		0845	Lv GUATEMALA.....Ar								1115
	1015			1015		1015	Ar SALVADOR.....Lv	1300					1330	1330	1000
	1100			1100		1100	Lv SALVADOR.....Ar								
							Ar GUATEMALA.....Lv								
							Lv GUATEMALA.....Ar								
②		③			⑤										
0500		0900			0500		Ar PANAMA.....Lv			1300		0700			0600
0700			1100		0700		Lv PANAMA.....Ar		0400		1900				0400
1030					1030		Ar QUITO.....Lv		↓		↓				↓
1200					1200		Lv QUITO.....Ar		0001						0001
1315					1315		Ar GUAYAQUIL.....Lv								
			1400				Lv GUAYAQUIL.....Ar				1600				
							Ar BOGOTA.....Lv								

*Tampa - St. Petersburg served through St. Petersburg-Clearwater International Airport.

AVIATECA (GU)

① ③⑤	③⑥	Read Down	Read Up	②⑤	① ③⑤
0830		Lv NEW ORLEANS.....Ar			1400
↓	0800	Lv MIAMI.....Ar		1400	↑
1400	1300	Ar GUATEMALA.....Lv		0800	0830

BRANIFF AIRWAYS (BN)

851 A ② ③④ ⑤⑥	C-46 Read Down	Read Up	850 B ① ②③ ④⑤
0400	Lv CHICAGO (MDW).....Ar		0159
0605	Ar KANSAS CITY.....Lv		2359
0635	Lv KANSAS CITY.....Ar		2330
0748	Ar WICHITA.....Lv		2220
0820	Lv WICHITA.....Ar		2155
f	-- OKLAHOMA CITY.....--		
1021	Ar DALLAS.....Lv		2000

UMI

BRITISH EUROPEAN AIRWAYS (BEA)

02 L ②③④⑤⑥	02 L ⑦	16 V ②③④⑤⑥⑦	36 Y ⑤	36 V ②⑦	21 Y # Ex. ①	06 L ③⑤ 7	06 Y ⑥	08 V ③④⑥	V = Viscount Y = York Freighter L = Leopard Freighter	09 V ③④⑥	07 L ①④⑥	31 Y ⑥/⑦	37 Y # Ex.①	37 Y ⑤	37 V ②⑦	15 V ②③⑤⑥	03 L ②③④⑤⑥⑦	03 L ⑦
0001	0030	0105	0205	0205	0100 0230	0330	0330 1315‡	0045 0320	Lv LONDON.....Ar Ar PARIS.....Lv Ar MILAN.....Lv	0815	1700	1240 ⑦ 0810	0640 0510	0705	0650	0755	0525	0555
0155	0225	0335	0330	0310		0950	0845		Ar ROME.....Lv Ar AMSTERDAM.....Lv Ar BRUSSELS.....Lv	0530	1010	1130 ⑥		0540	0540	0520	0330	0400
									Ar COPENHAGEN.....Lv									

‡Via Rome and Flight NO BEF 31

27 D ⑤	29 Y ⑥	29 D ③④⑦	25 D ⑤		26 D ⑤	28 D ⑤	30 D ③④⑦	30 Y
0130	0130	0130	0405	Lv LONDON.....Ar	1155	0805	1145	1010
0405	0330	0405		Ar DUSSELDORF.....Lv		0535		
	0500	0535		Lv DUSSELDORF.....Ar				
	0600	0650	0705	Ar FRANKFURT.....Lv	0835		0820	0730

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA 776 C ③	BA/ EM+ 778 SC ⑤	BA 978 C ⑥	AI 162 DC-6A ⑥	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A ⑦	BA 979 SC ③	BA/ EM+ 779 SC ②	BA 777 SC ⑦
2200	2230 ⑥	1600	1600	Lv LONDON.....Ar	2115	2220	1800	2015
2359	0040	1800	1810 2145	Ar FRANKFURT.....Lv Ar ROME.....Lv	1705	2010		1805
				Ar GENEVA..... Lv				
	0320	2025 ⑦		Ar ZURICH.....Lv		1745	1530	
④ 1000		0625	⑦ 0545	Ar BEIRUT.....Lv	1030 ②	0915 ④		0915 ①
1750		1415	1255	Ar BAHRAIN.....Lv	0640	0505		0505
	1420 ⑦			Ar DAMASCUS.....Lv			0900 ④	
	0120			Ar KARACHI.....Lv			0115	
⑤ 0405		① 0030		Ar DELHI.....Lv	2340 ①	2130	1930	2130
	0905			Ar CALCUTTA.....Lv	1700 ⑦		1510	
			2100	Ar BOMBAY.....Lv	2200			
		0905		Ar RANGOON.....Lv		1400		
1420	1550			Ar BANGKOK.....Lv		③	1140	1320
		1900		Ar HONG KONG.....Lv		0900		⑦
2010	2135 ①			Ar SINGAPORE.....Lv			0730 ③	0830
	0205			Ar DJAKARTA.....Lv			0300	
	1215			Ar DARWIN.....Lv			2115 ②	
	2115			Ar SYDNEY.....Lv			1245	

+This flight operated jointly by BOAC and QEA.

COMPANIA MEXICANA DE AVIACION, S.A.

⑥	③	215C ②⑤	611C C-82 ②⑤	621C ④	631C ⑦	631C ⑦	C-47 Read Down	Read Up	630C ①	630C ①	630C ⑥	610C C-82 ②	200C ②	⑥	C-82 ⑤	③⑤
0700	0700	0730	0700	0700		0700	Lv MEXICO, D.F.	Ar	1435		1305	1645	1855	1535	1600	1855
0840	0840	↓	0830	0840		0840	Ar VERACRUZ	Lv	1250		1120	1515	1715	↑	↑	1715
0930	0930	↓	0930	0930		0930	Lv VERACRUZ	Ar	1220		1050	1445	1645	↑	↑	1645
1030	1030	↓	↓	1030		1030	Ar MINATITLAN	Lv	↑		↑	↑	↑	↑	↑	↑
1100	1100	↓	↓	1100		1100	Lv MINATITLAN	Ar	↑		↑	↑	↑	↑	↑	↑
↓	↓	0910	↓	↓		↓	Ar OAXACA	Lv	↑		↑	↑	↑	↑	↑	↑
↓	↓	0935	↓	↓		↓	Lv OAXACA	Ar	↑		↑	↑	↑	↑	↑	↑
↓	↓	1025	↓	↓		↓	Ar IXTEPEC	Lv	↑		↑	↑	↑	↑	↑	↑
↓	↓	1045	↓	↓		↓	Lv IXTEPEC	Ar	↑		↑	↑	↑	↑	↑	↑
↓	1200	1145	↓	↓		↓	Ar TUXTLA GUTIERREZ	Lv	↑		↑	↑	↑	↑	↑	↑
↓	1230	1210	↓	↓		↓	Lv TUXTLA GUTIERREZ	Ar	↑		↑	↑	↑	↑	↑	↑
1145			1055	1145		1145	Ar VILLAHERMOSA	Lv	↑		↑	↑	↑	1230	↑	↑
			1125	1215		1215	Lv VILLAHERMOSA	Ar	↑		↑	↑	↑	↑	↑	↑
	1330	1310					Ar TAPACHULA	Lv	↑		↑	↑	1415	↑	↑	1415
			1210	1300		1300	Ar C. DEL CARMEN	Lv	1030		0900	1300			1300	
					1450		Ar CAMPECHE	Lv		0815						
					1505		Ar CHETUMAL	Lv		0700						

	③④	420C C82 ④	920C ②	930C ⑥	410C ④	C-47 Read Down	Read Up	421C ③④	411C ④	931C ①	921C ③	921C ④	921C C82 ⑤
		0700	0700	0700		Lv MEXICO, D.F.	Ar			1400		2100	1400
		0900	0920	0900		Ar GUADALAJARA	Lv			1200		1900	1200
1430		0930	1000	0930	0700	Lv GUADALAJARA	Ar	1835	1215	1130	1145		1130
1520		↓	↓	↓	0750	Ar MASCOTA	Lv	1745	1125	↑	↑		↑
1530		↓	↓	↓	0810	Lv MASCOTA	Ar	1735	1105	↑	↑		↑
1550		↓	↓	↓	0830	Ar TALPA	Lv	1715	1045	↑	↑		↑
1600		↓	↓	↓	0850	Lv TALPA	Ar	1705	1025	↑	↑		↑
1625		↓	↓	↓	0915	Ar PUERTO VALLARTA	Lv	1640	1000	↑	↑		↑
		1010	1055	1010		Ar MAZATLAN	Lv			0850	0900		0850
		1040	1120	1040		Lv MAZATLAN	Ar			0820	0835		0820
		1345	1430	1345		Ar HERMOSILLO	Lv			0530	0530		0530
		1415	1455			Lv HERMOSILLO	Ar				2325		2120
		1620	1715			Ar MEXICALI	Lv				2100		↑
		1705	1740			Lv MEXICALI	Ar				2015		
		1750	1820			Ar TIJUANA	Lv				1930		1900

CIVIL AIR TRANSPORT (CAT)

48 DC-4 ⑤	24 DC-6B ④	4 DC-6B ④	44 DC-4 ③	8 DC-6B ②	2 DC-6B ②	42 DC-4 ①	26 DC-6B ⑦	6 DC-6B ⑦		21 DC-6B ①	1 DC-6B ①	7 DC-6B ②	43 DC-4 ②	3 DC-6B ④	45 DC-4 ④	47 DC-4 ⑤	25 DC-6B ⑥	5 DC-6B ⑦
		1615			0030				Lv BANGKOK....Ar		2250			1510				
		2255			0710				Ar HONG KONG....Lv		2010			1230				
		0900			0900			1230	Lv HONG KONG....Ar		1910			1125				1125
									Ar MANILA....Lv									
1400				1530					Lv MANILA....Ar			1435				1200		
1900		1115		1950	1115			1445	Ar TAIPEI....Lv		1645	1215		0900		0900		0900
	1215		0900			0900	1545		Lv TAIPEI....Ar	1545			0745		0745		2250	
	1400					1105	1730		Ar OKINAWA....Lv	1355			0530		0530			
	1445					1200	1815		Lv OKINAWA....Ar	1320			0445		0445			
	1825		1530			1655	2155		Ar TOKYO....Lv	0900			2330		2330		1700	
	0800		1100			1100			Lv TOKYO....Ar				2030		2030		1600	
	1220		1600			1600			Ar SEOUL....Lv				1700		1700		1315	

DELTA AIR LINES (DL)

23X Ⓐ	25X ⑥⑦	29X ⑥⑦	C-46		20X Ⓑ	22X ⑥⑦	26X ⑥⑦
		2345	Lv NEWARK....Ar			1115	
		0030	Ar PHILADELPHIA...Lv			1035	
		0120	Lv PHILADELPHIA...Ar			1005	
		0309	Ar CHARLOTTE....Lv				
		0349	Lv CHARLOTTE....Ar				
	2315		Lv CHICAGO....Ar				0820
0001			Lv DETROIT....Ar		2230		
0121			Ar CINCINNATI....Lv				
0200			Lv CINCINNATI....Ar				
	0105		Ar MEMPHIS....Lv				0440
	0145		Lv MEMPHIS....Ar				0400
0413	0429	0517	Ar ATLANTA....Lv		1910	0532	0258
0513	0610	0700	Lv ATLANTA....Ar		1436	0432	0133
	0819		Ar ORLANDO....Lv				2313
	0859		Lv ORLANDO....Ar				2213
		0828	Ar NEW ORLEANS....Lv			0120	
		0928	Lv NEW ORLEANS....Ar			0020	
		1118	Ar HOUSTON....Lv			2241	
		1158	Lv HOUSTON....Ar			2201	
	1021		Ar MIAMI....Lv				2100
0821		1323	Ar DALLAS....Lv		1000	2030	

Ⓐ # Ex. ⑦①Ⓑ DTW-ATL, # Ex. ⑦① ATL-DAL
Ⓑ # Ex. ⑥⑦ DAL-ATL, # Ex. ⑥⑦② ATL-DTW

COMPAÑIA DOMINICANA DE AVIACION, C. POR A. (CDA)

400 DC-4 ①⑤	402 C-46 ④	601 DC-3 ④⑥	603 C-46 #	Read Down	Read Up	399 DC-4 ②⑥	401 C-46 ④	600 DC-3 ④⑥	602 C-46 #
0915	0500	1000	0600	Lv C.TRUJILLO,D.R.	Ar	1300	1700	1330	1330
1315	0900	↓	↓	Ar MIAMI....Lv		0900	1300	↑	↑
		1230	0830	Ar SAN JUAN, P.R..Lv				1300	1300

COMPANIA CUBANA DE AVIACION (CU)

461 ✈	C-46 Read Down	Read Up	460 ✈
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti..	Lv	0630

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EASTERN AIR LINES, INC. (EA)

9X # EX ⑦①	7X # EX ⑥⑦ ①	5X # EX ⑦①	3X # EX ⑦①	1X # EX ⑦①	1X # EX ⑦①	L-1049C	2X # EX ⑦①	2X # EX ⑥⑦	2X # EX ⑥⑦	4X # EX ⑦①	6X # EX ⑦①	8X # EX ⑥⑦ ①	10X # EX ⑥⑦
			0830			Lv NEW YORK (IDL)							
						Ar			0427				
				0230	0230	Lv NEWARK....Ar	0427	0427		2230			
		0130				Lv CHICAGO (MDW)							
						Ar					0645		
		0355		0443	0443	Ar ATLANTA....Lv	0030	0030	0030		0415		
0600		0455		0545		Lv ATLANTA....Ar		2227	2227		0312		2227
						Ar MOBILE.....Lv							2000
						Lv MOBILE.....Ar							1920
0650						Ar NEW ORLEANS							
						Lv							1820
0750						Lv NEW ORLEANS							
						Ar							1722
0912*						Ar HOUSTON....Lv							1600
		0720		0810		Ar MIAMI.....Lv		2000	2000		0045		
	1215					Lv MIAMI.....Ar						2245	
	1700		1405			Ar SAN JUAN...Lv				1645		2000	
Ⓓ	Ⓒ	Ⓒ	Ⓒ	Ⓑ	Ⓐ		Ⓐ	Ⓔ	Ⓕ	Ⓒ	Ⓒ	Ⓒ	Ⓖ

Ⓐ Expires June 4. Ⓑ Effective June 7. Ⓒ Effective June 21. Ⓓ Effective June 28.
Ⓔ Effective June 6 thru June 17. Ⓕ Effective June 20. Ⓖ Effective June 27.

FLYING TIGER LINE (FT)

182 #Ex. ⑦	282 #Ex. ⑦	382 #Ex. ⑥⑦	382 ⑥	582 #Ex. ⑦①	L-1049H	181 #Ex. ⑦	281 #Ex. ⑦	283 #Ex. ⑦	581 #Ex. ⑦
		1830			Lv SEATTLE.....Ar		1550		
		1950			Ar PORTLAND.....Lv				
		2050			Lv PORTLAND.....Ar				
		2330			Ar SAN FRANCISCO/OAK.....Lv		1400		
	2000	0045	2300		Lv SAN FRANCISCO/OAK.....Ar		0930	1530	
T1700	T1700				Lv SAN DIEGO.....Ar	T0800		T0800	
2300	2130				Ar LOS ANGELES (BUR).....Lv			1400	
	2300				Lv LOS ANGELES (BUR).....Ar	0625		1035	
			0625		Ar MINNEAPOLIS/STP.....Lv				
			0655		Lv MINNEAPOLIS/STP.....Ar				
0735		0850	0840		Ar CHICAGO.....Lv		0405		
2235		1030	1040		Lv CHICAGO.....Ar		0250		
T1130		T1130	T1130		Ar MILWAUKEE.....Lv		T2200		
T0800		T0800	T0800		Ar SOUTH BEND.....Lv		T1800		
T0700		T0700	T0700		Ar GRAND RAPIDS.....Lv		T1700		
		1135	1145		Ar DETROIT.....Lv	0020	0130	0430	
		1235	1230	1355	Lv DETROIT.....Ar	2350	0015	0200	0230
		T0700	T0700	T0700	Ar TOLEDO.....Lv	T1900	T1900	T1900	T1900
0100				1535	Ar CLEVELAND.....Lv			0215	
				1635	Lv CLEVELAND.....Ar				
				T0800	Ar AKRON.....Lv			T1830	
				T0800	Ar BUFFALO.....Lv			T1600	
		1520	1515		Ar BINGHAMTON.....Lv				
		1620	1625		Lv BINGHAMTON.....Ar				
		T0800	T0800		Ar ROCHESTER.....Lv				
	1020	1715	1720		Ar NEW YORK (EWR).....Lv	2230	2300		0110
			0300		Lv NEW YORK (EWR).....Ar				2355
	1205	T0730	T0730		Ar NEW YORK (IDL).....Lv	T1900	T1900		T1900
	T1500	T0200	T0200		Ar PHILADELPHIA.....Lv		T1900		T2130
	T0800	T0800	T0800		Ar ALBANY.....Lv	T2000	T2000		T2000
					HARTFORD/SPRINGFIELD.....Lv				2300
					HARTFORD/SPRINGFIELD.....Ar				2145
			0530	1900	Ar BOSTON.....Lv				2100
			T0930	T0930	Ar PROVIDENCE				T1700

T - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553 ⑦	555 ⑦	551 ⑦	557 ⑦	DC-6C Read Down	Read Up	558 ④	552 ④	556 ④	554 ③
0230	0230	0230	0230	Lv LONDON.....Ar		0320	2250	0040	1155
0540	0540	0440	0540	Ar FRANKFURT.....Lv		0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT.....Ar		0055	2025	2215	0930
1110	1110	1010	1110	Ar MALTA.....Lv		2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA.....Ar		1910	1440	1630	0345
2015	2015	1915	2015	Ar KHARTOUM.....Lv		1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM.....Ar		1135	0705	0855	2010
↓	↓	↓	↓	ENTEBBE.....Lv		↑	↑	0545	1700
				ENTEBBE.....Ar				0430	1545
0305	0305	0205	0305	Ar NAIROBI.....Lv		0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI.....Ar		0555	0125	0055	1210
0840	0840	0740	0840	Ar SALISBURY.....Lv		0015	1945	1915	0630
		0855	0630	Lv SALISBURY.....Ar		2300	1830		
		1125	0900	Ar JOHANNESBURG.....Lv		2030	1600		

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕		⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0041	0041	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																				0505
GAUHATI, Kahikuchi...Lv								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505		0855		0635
AGARTALA, Singerbhil..Ar																											0800
BAGDOGRA .....Ar																											0905
MOHANBARI, Mcpl....Ar																									0545	0825	

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA Lv																										0615	0925		
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	0725
GAUHATI, Kahikuchi..Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	⑦②③⑤	①③④⑥	①④⑥	✕	✕	⑦③④	✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
Read Down	✕	⑦③④	✕	①②⑤⑥	①④⑥	①③④⑥	⑦②③⑤
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRANIAN AIRWAYS (IRA)

267	287	DC-4	266	286
③	⑦		①	④
1000	1000	Lv TEHERAN.....Ar	0900	0900
1600	1600	Ar ISTANBUL.....Lv		
1630	1630	Lv ISTANBUL.....Ar		
		Ar ANKARA.....Lv	0200	0200
		Lv ANKARA.....Ar	0100	0100
2200		Ar ZURICH.....Lv	1600	
2300		Lv ZURICH.....Ar	1500	
	f	MILAN		f
2400	2300	Ar FRANKFURT.....Lv	1400	1500

IRISH INTERNATIONAL AIRLINES (ALT)

810	822	830	860	852	850	840	800	870	DC-3	801	803	841	853	861	863	831	823	811
③	①②④⑤	⑤	③	①④	③	④	①③⑦	⑤		①②④	⑥	④	①④	③	③	⑤	②③⑤⑥	③
1600	2320	1200	1200	1255	1200	1825	2050	2145	Lv DUBLIN.....Ar	0545	0645	2305	1730	1335	1730	1620	0400	1945
								2250	Ar SHANNON.....Lv									
								2350	Lv SHANNON.....Ar									
1705									Ar LIVERPOOL...Lv									1835
	0035								Ar MANCHESTER..Lv								0240	
		1325							Ar GLASGOW.....Lv							1500		
			1055						Ar CARDIFF.....Lv					1200	1555			
				1430	1335				Ar BRISTOL.....Lv				1550					
						2000			Ar BIRMINGHAM..Lv			2130						
							2300	0230	Ar LONDON.....Lv	0330	0430							

INI & CIA. S.A. (INI)

V180		V181
③	Read Down Read Up	⑥
0600	Lv BUENOS AIRES.....Ar	1350
0910	Ar SANTIAGO.....Lv	0835
1020	Lv SANTIAGO.....Ar	0725
1415	Ar ANTOFAGASTA.....Lv	0330
1500	Lv ANTOFAGASTA.....Ar	0245
1920	Ar LIMA.....Lv	2025
2040	Lv LIMA.....Ar	1905
0100	Ar GUAYAQUIL.....Lv	1445
0200	Lv GUAYAQUIL.....Ar	1345
0620	Ar PANAMA.....Lv	0925
0730	Lv PANAMA.....Ar	0815
1345	Ar MIAMI.....Lv	0200

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KLM ROYAL DUTCH AIRLINES (KL)

SR 705 ♦ ② ③④ ⑤⑥	KL5 ♦ ② ③④ ⑤⑥	KL41 ♦ ② ③④ ⑤⑥	SN 103 ♦ ② ③④ ⑤⑥	KL9 ♦ ④⑤	KL7 ♦ ①	KL3 ♦ ② ③④ ⑤⑥	KL1 ♦ ② ③④ ⑤⑥	KL64 ▲ ⑦	KL62 * ②⑤	*Super Constellation ▲-DC-6A ♦-DC-3 Read Down Read Up	KL61 ▲ ③	KL63 * ⑤	KL65 * ①	KL2 ♦ ② ③④ ⑤⑥	KL2 ♦ ① ②③ ④⑤	KL8 ♦ ④ ⑤⑥	KL4 ♦ ② ③④ ⑤⑥	SN 104 ♦ ② ③④ ⑤⑥	KL42 ♦ ② ③④ ⑤⑥	KL6 ♦ ② ③④ ⑤⑥	SR 704 ♦ ② ③④ ⑤⑥
								1130	2330	Lv NEW YORK.....Ar	16▲50	16▲15	09▲45								
								①	↓	-- MONTREAL.....Lv	15▲00	14▲30	08▲00								
										-- MONTREAL.....Ar	14▲00	13▲30	07▲00								
													⑦								
								0555	1745	Ar GLASGOW.....Lv	03▲45	03▲45	21▲15								
								0655	1845	Lv GLASGOW.....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM.....Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM.....Ar				0315	0235	1120	2120	0250	2105	0245	0300
↓	↓	↓	↓	2130	1830	1700	0515			Ar LONDON (North)...Lv				0025	2345	0830	1830		↑	↑	↑
			0445							Ar BRUSSELS.....Lv								0145		①	①
		1645								Ar PARIS (ORLY).....Lv				APR.	FROM				1900	②③	②③
														11-18	APR.	21				④⑤	④⑤
	0635									Ar COPENHAGEN.....Lv										2350	0020
0610										Ar BASLE.....Lv											①
↓																					②③
																					④⑤
0640										Lv BASLE.....Ar											2350
0715										Ar ZURICH.....Lv											2310

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.
▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4 Read Down	Read Up	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Lv MIAMI.....	Ar	1920	1130	1130
0915	0915	1000	Ar MANAGUA.....	Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ④	615 ② ⑤⑥	C-46 Read Down	Read Up	616 ①③ ⑤	616 ④
0700	0600	Lv MIAMI.....	Ar	1400	2030
0810	↓	Ar HAVANA.....	Lv	↑	↑
0845	0810	Lv HAVANA.....	Ar		
↓	0900	Ar GRAND CAYMAN.....	Lv		
1230	1130	Ar SAN JOSE, C.R.....	Lv	0700	1330

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar Read Down	074 DC-3 ✕ Ex ⑥	074 DC-3 ⑥	080 L ✕ Ex ⑥	080 L ⑥	065 DC-3 ✕ Ex ⑥ ⑦	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 ✕ ⑥	069 DC-3 ⑥	047 L ✕ Ex ⑥ ⑦	047 L ⑥	047 L ⑦	043 DC-3 ✕ Ex ⑥ ⑦	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 ✕ Ex ⑥ ⑦	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 ✕ Ex ⑥	061 DC-3 ⑥
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND.....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING.....Ar			1335	1145																
JONKOPING.....Ar					1310	1110	1255													
VAXJO.....Ar								1310	1050											
VAXJO.....Lv								1330	1110											
RONNEBY.....Ar								1405	1145											
RINKABY.....Ar										1220	1020	1205								
RINKABY.....Lv										1235	1035	1220								
MALMO.....Ar										1300	1100	1245								
LIDKOPING.....Ar													1250	1100	1230					
LIDKOPING.....Lv													1320	1120	1250					
GOTHENBURG.....Ar													1350	1150	1320					
KARLSTAD.....Ar																1310	1050	1255		
HULTSFRED.....Ar																			1230	1045

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LUFTHANSA GERMAN AIRLINES

LH041 ③⑤⑦	U.S.A.-Europe Super Constellation	LH040 ②④⑥
2200	Lv NEW YORK.....Ar	0900
1600	Ar FRANKFURT....Lv	2230

LH030 Viking ⑤	LH032 Viking # Ex.⑦	BEF26 DC-3 ⑤	BEF30 DC-3 ③④⑦	BEF30 York ⑦	BEF28 DC-3 ⑤	England	BEF27 DC-3 ⑤	BEF29 York ⑥	BEF29 DC-3 ③④⑦	BEF25 DC-3 ⑤	LH033 Viking #Ex.①	LH033 Viking ⑤	LH031 Viking ⑥
2300	2245	0835	0820	0730		Lv FRANKFURT...Ar		0600	0650	0705	0750	0630	0725
	2350					Ar DUSSELDORF..Lv		0500	0535		0650	0730	
	0030				0535	Lv DUSSELDORF..Ar	0405	0330	0405		0615	0655	
0145	0240	1155	1145	1010	0805	Ar LONDON.....Lv	0130	0130	0130	0405	0405	0445	0445

LH020 Viking #Ex.⑦	LH024 Viking #Ex.⑦	LH022 Viking #Ex.⑦	LH032 Viking #Ex.⑦	Intra Germany Service	BEF29 York ⑥	BEF29 DC-3 ③④⑦	LH033 Viking #Ex.①⑤	LH033 Viking ⑤	LH023 Viking #Ex.①
1700				Lv HAMBURG.....Ar					0100
1745				Ar BREMEN.....Lv					
1820				Lv BREMEN.....Ar					
1855				Ar HANOVER.....Lv					
1935				Lv HANOVER.....Ar					
2055				Ar FRANKFURT....Lv					
	1535	1715	2245	Lv FRANKFURT....Ar	0600	0650	0750	0830	2310
		1810		Ar COLOGNE/BONN.Lv					
		1845		Lv COLOGNE/BONN.Ar					
		1915	2350	Ar DUSSELDORF...Lv	0500	0535	0650	0730	
		1955		Lv DUSSELDORF...Ar					
	1630			Ar STUTTGART....Lv					
	1705			Lv STUTTGART....Ar					
	1810			Ar MUNICH.....Lv					
	1840			Lv MUNICH.....Ar					
	1935			Ar NUREMBERG....Lv					
	2005			Lv NUREMBERG....Ar					
	2105	2100		Ar FRANKFURT....Lv					

LINEA AEROPOSTAL VENEZOLANA (LV)

262 ✕	C-46 Read Down	Read Up	263 ✕
0600	Lv CARACAS, Maiquetia	Ar	1500
	Ar KINGSTON, Palisadoes	Lv	x1115
	Lv Kingston, Palisadoes	Ar	x1015
1300	Ar MIAMI, International	Lv	0700

MALAYAN AIRWAYS (MAL)

122 ✕	106 ✕	DC-3 Read Down	Read Up	119 ✕
0425	0455	Lv SINGAPORE	Ar	0330
0600		Ar KUALA LUMPUR	Lv	0200
	0700	Ar IPOH	--	
	0730	Lv IPOH	--	
	0810	Ar PENANG	--	

MARITIME CENTRAL AIRWAYS (MAR)

25 ④	DC-3 C-46 DC-4
1000	Lv MONCTON
	Ar STEPHENVILLE
	Lv STEPHENVILLE
1430	Ar GOOSE BAY

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down	Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON...Ar				0945		0945
	0920	0920			Ar ROME.....Lv				0400		0400
	1020	1020			Lv ROME.....Ar				0300		0300
	1510	1510			Ar ATHENS...Lv				②		④
	1610	1610			Lv ATHENS...Ar						
	2000	2000			Ar BEIRUT...Lv				2100		2100
0200			0200	0001	Lv BEIRUT...Ar		1145	1530		1330	
					Ar BAGHDAD..Lv					1130	
					BAGHDAD..Ar					1030	
0715			0715		Ar KUWAIT...Lv		0830			0830	
				0830	Ar DHAHRAN..Lv						
				0930	Lv DHAHRAN..Ar						
				0915	Ar DOHA.....Lv						
				1015	Lv DOHA.....Ar						
				1100	Ar BAHRAIN..Lv			1200			

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down	Read Up	785 ⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

NATIONAL AIRLINES, INC.

98 # EX ⑥⑦	1049-H CONSTELLATION STAR AIRFREIGHTER	99 # EX ⑦①
1730	Lv MIAMI.....Ar	0620
1825	Ar ORLANDO.....Lv	
1910	Lv ORLANDO.....Ar	
2315	Ar PHILADELPHIA.....Lv	
0001	Lv PHILADELPHIA.....Ar	
0037	Ar NEW YORK (IDL)...Lv	0300

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NORTHWEST AIRLINES (NW)

525 DC-4 #Ex. ⑦①	527 DC-6B #Ex. ⑥	529 DC-4 #Ex. ①	DC-6B DC-4	530 DC-4 #Ex. ⑦	528 DC-6B #Ex. ⑥	526 DC-4 #Ex. ⑥⑦
1015	2345	0130	Lv NEW YORK (IDL)....Ar	1654	1845	0630
1213		0328	Ar DETROIT (DTW)....Lv		1530	0245
1300		0430	Lv DETROIT.....Ar		1505	0132
		0600	Ar CHICAGO (MDW)....Lv	1220		
		0730	Lv CHICAGO.....Ar	1120		
1435	0205		Ar MILWAUKEE.....Lv		1400	0010
1515	0245		Lv MILWAUKEE.....Ar		1335	2309
			Ar MADISON.....Lv		1305	
			Lv MADISON.....Ar		1250	
1703	0414	0934	Ar MINNEAPOLIS.....Lv	0930	1145	2130
		1125	Lv MINNEAPOLIS.....Ar	0804		
		1450	Ar SPOKANE.....Lv			
		1520	Lv SPOKANE.....Ar			
			Ar PORTLAND.....Lv	2215		
				2130		
		1655	Ar SEATTLE.....Lv	2030		
			Lv SEATTLE.....Ar			
			Ar ANCHORAGE.....Lv			

989 ③	987 ②	985 ⑦	983 ⑥	981 ⑤	Read Down Read Up	980 ①	982 ②	984 ④	986 ⑤	988 ⑦
2000	2000	2000	2000	2000	Lv SEATTLE.....Ar	2345	2345	2345	2345	2345
2350	2350	2350	2350	2350	Ar ANCHORAGE.....Lv					
0050	0050	0050	0050	0050	Lv ANCHORAGE.....Ar					
1055 ⑤	1055 ④	1055 ②	1055 ①	1055 ⑦	Ar TOKYO.....Lv	0110	0110	0110	0110	0110

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND.....Ar					2250	
	0030					Ar SEATTLE - TAKOMA.....Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.).....Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU.....Lv	1300	1300	1300			
			1300			Ar YAKUTAT.....Lv		F	1000			①②③④⑤⑥
			1330	1240		Ar CORDOVA.....Lv	0820	0820				
0500		1210	1450	1400	1320	Ar ANCHORAGE.....Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

162 C-54 ⑦	619 C-54 # Ex. ⑥⑦	678 C-54 #Ex. ⑥⑦	160 #Ex. ①	DC-7F	161 ③④⑤⑥	618 C-54 # Ex. ⑥⑦	679 C-54 #Ex. ⑥⑦	163 C-54 ⑥	161 ⑦	163 ⑦
			0300	Lv NEW YORK..Ar	0930				1110	0425
			1820	Ar SHANNON...Lv					0400	2115
0400			1905	Lv SHANNON...Ar				0115	0315	2035
0650				Ar PARIS.....Lv				2200		1800
			2045	Ar LONDON....Lv	0130				0130	
			2330	Lv LONDON....Ar	2340				2340	
				Ar AMSTERDAM.Lv	2220				2220	
				Lv AMSTERDAM.Ar	2150				2150	
			0125	Ar FRANKFURT.Lv	2030				2030	
		0020	0800	Lv FRANKFURT.Ar	1915		2240		1915	
			0845	Ar STUTTGART.Lv	1830				1830	
			0940	Lv STUTTGART.Ar	1750				1750	
			1030	Ar MUNICH....Lv	1700				1700	
		0200	0900	Ar BERLIN....Lv	1750		2100		1750	
	1600			Lv BERLIN....Ar		1940				
	1710			Ar HAMBURG...Lv		1830				

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	EASTBOUND	WESTBOUND	Minimum Trans-Atlantic Load	Minimum Load To/from Gander
BOSTON	Lv #Ex Mo 0455	Ar We Th Fr Sa 0920 Su 1035 Mo 0345	400 kg	--
GANDER	Ar #Ex Mo 0840	Lv We Th Fr Sa 0830 Su 0930 Mo 0235	--	1000 kg
SHANNON		Lv We Th Fr Sa 0400	400 kg	--
BRUSSELS	Ar #Ex Tu 0050		400 kg	--
AMSTERDAM	Ar #Ex Tu 0050		400 kg	--
DUSSELDORF	Ar #Ex Tu 0100		400 kg	--
VIENNA	Ar #Ex Su Tu 1220	Lv #Ex Su Mo 1500	800 kg	--
DETROIT	Lv Mo Tu 2300		5000 kg	--

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	393 ②	DC-6A Read Down Read Up	392 ⑥	393 ⑥
2359		Lv MIAMI.....Ar		1730
0430		Ar PANAMA CITY...Lv		1300
0700		Lv PANAMA CITY...Ar		1130
1245		Ar LIMA.....Lv		0600
0600	0600	Lv LIMA.....Ar	1640	1640
0945	0945	Ar LA PAZ.....Lv	1500	1500

PAA-U.S.A.-PACIFIC

879 ⑦③ ⑤	DC-7F Read Down Read Up	878 ⑦	878 ②④
2300	Lv SAN FRANCISCO.Ar	1025	0715
	LOS ANGELES...Lv	0845	
	LOS ANGELES...Ar	0745	
0430	Ar HONOLULU.....Lv	1945	1945
0800	Lv HONOLULU.....Ar	1820	1820
1925	Ar TOKYO.....Lv	0100	0100

UMI

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

PAA
U.S.A.-LATIN AMERICA

323 # EX ⑦①	303 ②	353 # EX ⑤	301 ①② ⑤	339 # EX ⑤	C-54 Read Down / Read Up	302 ①② ④	302 ①② ④	304 ②	340 ⑦② ④⑤	342 ⑥	324 ⑦	354 # EX ③⑤	322 ③④ ⑤⑥	344 ②③	344 ⑥
			0045		Lv NEW YORK.....Ar	0650	0650								
2330	1100	0530		2130	Lv MIAMI.....Ar			1445	1220	1150		1305	1220	2120	0120
		0835			Ar KINGSTON.....Lv							1000	f		
					Ar PORT AU PRINCE.....Lv								f		
0535			0830		Ar SAN JUAN.....Lv	2300 ①	2300 ③						0745		
1045			0945		Lv SAN JUAN.....Ar	2130	1500				1830				
	1820		1145	0450	Ar CARACAS.....Lv	1830	1200	f	0630	0600				1530	1930
	1900				Lv CARACAS.....Ar			f							
1400					Ar PORT OF SPAIN.....Lv			f			1530				
					Ar GEORGETOWN.....Lv			f							
					Ar PARAMARIBO.....Lv			f							
					Ar CAYENNE.....Lv			f							
	0440				Ar BELEM.....Lv			0300							
	0530				Lv BELEM.....Ar			0205							
	1245				Ar RIO DE JANEIRO.....Lv			1845							
	1345				Lv RIO DE JANEIRO.....Ar			1715							
	f				Ar SAO PAULO.....Lv			f							
	f				Ar MONTEVIDEO.....Lv			f							
	2020				Ar BUENOS AIRES.....Lv			1115							

Flagstops to Montego Bay

(PAA)

385 DC-7F ⑥	371 ③⑦	363 ④	365 DC-7F ⑥	355 ①④	393 DC-6A ⑦	383 ④	361 ②⑥	375 ⑥	C-54	374 ⑦⑤	374 ④	372 ②	372 ⑥	384 ③	362 ④	362 ⑤	362 DC-7F ⑦	352 ⑦① ②	364 ④	392 DC-6A ⑥	386 DC-7F ⑥	312 ③
2330									Lv SAN FRANCISCO..Ar												1905	
0100									Ar LOS ANGELES....Lv												1630	
0300									Lv LOS ANGELES....Ar												1500	
f	0730								Lv NEW ORLEANS....Ar			1705	1715									
0855	0910								Ar HOUSTON.....Lv													
1000	1030					0715			Lv HOUSTON.....Ar					1435								
		0530	0500	2230	2359		0315		Lv MIAMI.....Ar						1845	1900	2015	0035	1745	1730		1515
		0645							Ar HAVANA.....Lv													1400
		0815							Lv HAVANA.....Ar													
						1100			Ar MEXICO, D.C....Lv					1115								
						1200			Lv MEXICO, D.C....Ar					1015								
1410	1600		0715			1520	0715		Ar GUATEMALA.....Lv				1230	0700		1300	1600				0815	
	①																					
1700	0815					1620	0815		Lv GUATEMALA.....Ar	0920				0920								
		1230					0900		Ar SAN SALVADOR...Lv	f		1200		f	1400				1200			
								1000	Lv SAN SALVADOR...Ar	f	1100			f								
									Ar TEGUCIGALPA....Lv	f	f			f								
									Lv TEGUCIGALPA....Ar	f	f			f								
									Ar MANAGUA.....Lv	f	f			f								
									Lv MANAGUA.....Ar	f	f			f								
									Ar SAN JOSE.....Lv	f	f			f				1900				
									Lv SAN JOSE.....Ar	f	f			f								
2215	1530			0405	0430	2130		1530	Ar PANAMA CITY....Lv	0600	0800			0600						1300		
					PG393															PG392		
1100					0700	1100			Lv PANAMA CITY....Ar											1130		
1700						1700			Ar CARACAS.....Lv													
					1245				Ar LIMA.....Lv											0800		

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C ③	BA/ EM* 778 SC ⑤	BA 978 C ⑥	AI 162 DC-6A ⑥	SC - Super Constellation C - 749 Constellation	AI 163 DC-6A ⑦	BA 979 SC ③	BA/ EM* 779 SC ②	BA 777 SC ⑦
2200	2230	1600	1600	Lv LONDON.....Ar	2115	2220	1800	2015
	⑥							
2359	0040	1800	1810	Ar FRANKFURT.....Lv		2010		1805
			2145	Ar ROME.....Lv	1705			
	0320	2025		Ar GENEVA.....Lv				
		⑦		Ar ZURICH.....Lv		1745	1530	
④			⑦					
1000		0625	0545	Ar BEIRUT.....Lv	1030	0915		0915
					②	④		①
1750		1415	1255	Ar BAHRAIN.....Lv	0640	0505		0505
	1420			Ar DAMASCUS.....Lv			0900	
	⑦						④	
	0120			Ar KARACHI.....Lv			0115	
⑤		①						
0405		0030		Ar DELHI.....Lv	2340	2130	1930	2130
					①			
	0905			Ar CALCUTTA.....Lv	1700		1510	
					⑦			
			2100	Ar BOMBAY.....Lv	2200			
		0905		Ar RANGOON.....Lv		1400		
1420	1550			Ar BANGKOK.....Lv			1140	1320
						③		
		1900		Ar HONG KONG.....Lv		0900		
								⑦
2010	2135			Ar SINGAPORE.....Lv			0730	0830
	①						③	
	0205			Ar DJAKARTA.....Lv			0300	
	1215			Ar DARWIN.....Lv			2115	
							②	
	2115			Ar SYDNEY.....Lv			1245	

*This flight operated jointly by BOAC and QEA.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

REAL-AEROVIAS-NACIONAL

C-1708 ①④⑥	C-1706 ②⑤⑦	C-1704 ⑦	C-1702 ③⑥	C-1700 ②⑤	Read Down — Read Up	C-1701 ③⑥	C-1703 ④⑦	C-1705 ①	C-1707 ②⑤⑦	C-1709 ①④⑥
1200	0600	0500	0600	0600	Lv SAO PAULO Ar	1645	1345	1520	1830	1815
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO Lv	↑	↑	1400	↑	↑
1430	↓	0600	↓	↓	Lv RIO DE JANEIRO Ar	↑	↑	1300	↑	↑
1545	0745	↓	0745	0745	Ar BELO HORIZONTE Lv	1500	1200	↑	↑	1630
	0830	↓	0830	0830	Lv BELO HORIZONTE Ar	1420	1120	↑	↑	
	↓	↓	↓	↓	Ar CARAVELAS Lv	↑	↑	↑	↑	
	↓	↓	↓	↓	Lv CARAVELAS Ar	↑	↑	↑	↑	
	1150	1200	1150	1150	Ar SALVADOR Lv	1100	0800	0900	1330	
	↓	1330	1245	1245	Lv SALVADOR Ar	1010	0710	0805	↑	
	↓	↓	↓	↓	Ar MACEIO Lv	↑	0500	0630	↑	
	↓	↓	↓	↓	Lv MACEIO Ar	↑	↑	0545	↑	
	↓	1540	1455	1455	Ar RECIFE Lv	0800	↑	0500	↑	
	↓	↓	↓	1600	Lv RECIFE Ar	0715	↑	↑	↑	
	↓	↓	↓	1815	Ar FORTALEZA Lv	0500	↑	↑	↑	
	↓	↓	↓	0500	Lv FORTALEZA Ar	1715	↑	↑	↑	
	↓	↓	↓	0700	Ar SAO LUIZ Lv	1445	↑	↑	↑	
	↓	↓	↓	0830	Lv SAO LUIZ Ar	1400	↑	↑	↑	
	↓	↓	↓	1030	Ar BELEM Lv	1200	↑	↑	↑	

C-1300 ⑦	Read Down — Read Up	C-1801 ④
0600	Lv SAO PAULO Ar	1600
0900	Ar GOIANIA Lv	1300
0945	Lv GOIANIA Ar	1200
1315	Ar CAROLINA Lv	0830
1415	Lv CAROLINA Ar	0720
1625	Ar BELEM Lv	0500
0500	Lv BELEM Ar	1430
↓	Ar PARAMARIBO Lv	1115
↓	Lv PARAMARIBO Ar	1015
1130	Ar PORT OF SPAIN Lv	0730
1300	Lv PORT OF SPAIN Ar	1630
1630	Ar SAN JUAN Lv	1300
0830	Lv SAN JUAN Ar	1200
↓	Ar PORT AU PRINCE Lv	0900
↓	Lv PORT AU PRINCE Ar	0730
1400	Ar MIAMI Lv	0400

C-1001 ③⑦	C-1173 ⑤	C-1171 ②	C-1250 ①④	Read Down — Read Up	C-1251 ③⑥	C-1170 ②	C-1172 ⑤	C-1000 ①④
1200	0600	0600	1200	Lv SAO PAULO Ar	1915	1910	1350	1000
↓	0910	0910	1510	Ar CAMPO GRANDE Lv	↑	1600	1040	↑
↓	↓	1040	0800	Lv CAMPO GRANDE Ar	↑	1520	↑	↑
↓	↓	1200	↓	Ar CORUMBA Lv	1445	1400	↑	↑
↓	↓	↓	1000	Lv CORUMBA Ar	1345	↑	↑	↑
↓	↓	↓	↓	Ar CUIABA Lv	1215	↑	↑	↑
↓	↓	↓	1615	Lv CUIABA Ar	1130	↑	↑	↑
1500	↓	↓	↓	Ar MANAUS Lv	0600	↑	↑	↑
↓	↓	↓	↓	Ar PORTO ALEGRE Lv	↑	↑	↑	0700

C-1600 ①⑤	Read Down — Read Up	C-1601 ②⑥
0600	Lv SAO PAULO Ar	1600
0900	Ar GOIANIA Lv	1300
0945	Lv GOIANIA Ar	1200
1315	Ar CAROLINA Lv	0830
1415	Lv CAROLINA Ar	0720
1625	Ar BELEM Lv	0500

RIDDLE AIRLINES (RD)

453 # Ex ⑦①	201 # Ex ⑦	601 # Ex ⑦①	301 #	451 # Ex ⑦①	401 # Ex ⑥	207 # Ex ⑦①	205 #	C-46 Read Down — Read Up	302 #	204 #	208 # Ex ⑥⑦	404 # Ex ⑥⑦	402 # Ex ⑥	452 # Ex ⑦⑥	600 # Ex ⑥⑦	202 # Ex ⑦
	2330	2300				0200	2350	Lv NEW YORK Ar		0547	0541				0700	2035
	↓	↓				0307	↓	Ar PHILADELPHIA Lv		↑	0457				↑	↑
	↓	↓				0352	↓	Lv PHILADELPHIA Ar		↑	0412				↑	↑
	↓	↓			2300	↓	↓	Lv CHICAGO Ar		↑	↑	2215	0457		↑	↑
	↓	↓		0200	↓	↓	↓	Lv DETROIT Ar		↑	↑	↑	↑	0647	↑	↑
	↓	↓		↓	↓	↓	↓	Ar CLEVELAND Lv		↑	↑	↑	↑	0700	↑	↑
0200	↓	↓		↓	↓	↓	↓	Lv CLEVELAND Ar		↑	↑	↑	↑	0615	↑	↑
0414	↓	↓		0522	0415	↓	↓	Ar ATLANTA Lv		↑	↑	1900	0135	0202	↑	↑
	↓	↓		0630	0515	↓	↓	Lv ATLANTA Ar		↑	↑	↑	0035	0117	↑	↑
	↓	↓		0849	↓	0740	↓	Ar ORLANDO Lv		↑	2225	↑	2215	↑	↑	↑
	↓	↓		0934	↓	0925	↓	Lv ORLANDO Ar		↑	2125	↑	2115	↑	↑	↑
	↓	↓		↓	↓	0915	↓	Ar TAMPA Lv		↑	2045	↑	↑	↑	↑	↑
	↓	↓		1033	↓	↓	0420	Ar WEST PALM BEACH Lv		↑	↑	↑	↑	↑	↑	↑
	↓	↓		1053	↓	↓	0450	Lv WEST PALM BEACH Ar		↑	↑	↑	↑	↑	↑	↑
	0355	↓		1131	0832	↓	0528	Ar MIAMI Lv		2300	↑	↑	2000	2200	↑	1400
		↓	2200	↓	↓	↓	↓	Lv MIAMI Ar	1135	↑	↑	↑	↑	↑	↑	↑
		0655	0415	↓	↓	↓	↓	Ar SAN JUAN Lv	0720	↑	↑	↑	↑	↑	2300	↑

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	Read Down C-46; C-47 Read Up	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas Lv	↑	↑	↑	1200	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- BARCELONA, Muntadas Ar	↑	↑	↑	1100	↑	↑	↑	↑	↑
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes --	↑	↑	↑	↑	↑	↑	↑	↑	↑
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes --	↑	↑	↑	↑	↑	↑	↑	↑	↑
F	F	F	↓	F	F	F	F	F	-- ARUBA --	↑	↑	↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	0545	↓	↓	↓	↓	↓	Ar MARACAIBO, Gr. De Oro Lv	↑	↑	↑	↑	↑	0800	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	↓	↓	-- MARACAIBO, Gr. De Oro I --	↑	↑	↑	↑	↑	↑	↑	↑	↑
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia Lv	1000	1145	1430	1000	1145		1000	1145	0800

SABENA BELGIAN AIRLINES (SAB)

BEF 37 VISC ②⑤ ⑦	SN205 DC-3/ C-47 ②③ ④⑤	BEF 37 AVRO ⑤	BEF 37 VISC ②⑤ ⑦	SN205 DC-3/ C-47 ②③ ④⑤	LONDON	SN206 DC-3/ C-47 ⑤	BEF 36 VISC ②⑤ ⑦	SN206 DC-3/ C-47 ③④ ⑥	SN206 DC-3/ C-47 ⑤	BEF 36 VISC ②⑤ ⑥	SN206 DC-3/ C-47 ③④ ⑥
0540	2200	0540	0640	2200	Lv BRUSSELS.....Ar	0310	0310	0355	0410	0410	0455
0650	2359	0705	0650	2300	Ar LONDON.....Lv	0120	0205	0205	0120	0205	0205

SN213 DC-3/ C-47 ①	SN209 DC-3/ C-47 ①④	SN211 DC-3/ C-47 ⑥	SN207 DC-3/ C-47 ②③ ⑥	DUSSELDORF-NUREMBERG-STUTTGART-VIENNA	SN214 DC-3/ C-47 ②	SN210 DC-3/ C-47 ①④	SN212 DC-3/ C-47 ⑥	SN208 DC-3/ C-47 ②③ ⑤
0615	1520	1145	1325	Lv BRUSSELS.....Ar	1905	2035	1905	2035
				Ar COLOGNE.....Lv		1920		1920
	1630			Lv COLOGNE.....Ar		1840		1845
0835				Ar DUSSELDORF.....Lv	1800	1800	1800	
0905				Lv DUSSELDORF.....Ar	1730		1730	
				Ar NUREMBERG.....Lv	1530			
				Lv NUREMBERG.....Ar	1500			
		1400	1540	Ar STUTTGART.....Lv			1530	
1140				Ar VIENNA.....Lv	1240			1710

SN101 DC-3/ C-47 # EX ⑦	SN247 DC-3/ C-47 ①③ ⑤	PARIS-MILAN	SN248 DC-3/ C-47 ②④ ⑥	SN102 DC-3/ C-47 # EX ①
2110	1505	Lv BRUSSELS.....Ar	0345	0100
2245		Ar PARIS.....Lv		2335
	2030	Ar MILAN.....Lv	2200	

SN104 DC-3/ C-47 # EX ①⑦	KL005 DC-3 # EX ①⑦	AMSTERDAM-COPENHAGEN	KL006 DC-3 # EX ⑥⑦	SN103 DC-3 # EX ①⑦
0145		Lv BRUSSELS.....Ar		0445
0250		Ar AMSTERDAM.....Lv		0345
	0350	Lv AMSTERDAM.....Ar	0245	
	0635	Ar COPENHAGEN.....Lv	2350	

PS201 DC-4 C ②	PS203 DC-4 C ④	PS205 DC-4 C ⑥	PS211 DC-6A C ⑥	BASEL-BEIRUT-TEHERAN	PS210 DC-6A C ①	PS202 DC-4 C ②	PS204 DC-4 C ⑤	PS206 DC-4 C ⑥
	1300		1320	Lv BRUSSELS.....Ar	2010	1200		
	1445		1505	Ar BASEL.....Lv	1825	1000		
	1800		1725	Lv BASEL.....Ar	1605	0800		
	0020			Ar ATHENS.....Lv		0310		
	0105			Lv ATHENS.....Ar		0225		
			2335	Ar ISTANBUL.....Lv	1130			
			0020	Lv ISTANBUL.....Ar	1045			
	0440			Ar BEIRUT.....Lv		2230		
	X					X		
0530	0600	0730		Lv ABADAN.....Ar		2105	2125	1930
	1210			Ar ABADAN.....Lv		1750		
	1310			Lv TEHERAN.....Ar		1650		
1130	1530	1330	0700	Ar TEHERAN.....Lv	0630	1430	1800	1605

X - Optional Technical Landing.

SN220 ①	SN222 ④	AFRICAN FREIGHTER SERVICE DC-4	SN221 ②	SN225 ⑤
	0600	Ar LEOPOLDVILLE.....Lv		1335
1000		Ar LULUABOURG.....Lv	1030	
1145		Ar KINDU.....Lv		
1230		Lv KINDU.....Ar	X	
1400	1230	Ar USUMBURA.....Lv	0700	0950
	1430	Lv USUMBURA.....Ar		0850
	1450	Ar GOMA.....Lv		0800

X - Optional Landing.

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SAM AIRLINES

999 ⑤	883 ⑤	C-46 Read Down	C-46 Read Up	887 ③	998 ④
0300		Lv MIAMI	Ar		2000
0800		Ar SAN ANDRES	Lv		
0900		Lv SAN ANDRES	Ar		
1115		Ar CARTAGENA	Lv		
1200	1145	Lv CARTAGENA	Ar	1445	
	1215	Ar BARRANQUILLA	Lv	1415	1400
		Lv BARRANQUILLA	Ar	1315	1300
1350	801 ③	Ar MEDELLIN	Lv	1130	
1450	0600	Lv MEDELLIN	Ar	1030	
1550	0700	Ar BOGOTA	Lv	0930	1100
1645	0800	Lv BOGOTA	Ar	0830	1000
1800		Ar CALI	Lv	0715	
	1200	Ar LETICIA	Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ②③ ④⑤	DC-3 Read Down	DC-3 Read Up	005 ② ②④ ⑤⑥
2350	Lv COPENHAGEN, Kastrup	Ar	0625
0245	Ar AMSTERDAM, Schiphol	Lv	0350

SEABOARD AND WESTERN AIRLINES (SBW)

200 ⊙ ⑥	204 * ⑤	102 ⊙ ③	200 * ②③	200 * ⑦④	104 ⊙ ②	104 ⊙ ⑦① ③④	100 * ①	100 * # Ex ①	* Constellation ⊙ DC-4 ↕ C-47	101 ↕ ①② ④⑤	105 ⊙ ①② ③	103 ⊙ ④	105 ⊙ ④⑤	101 ↕ ⑥	103 ⊙ ⑥	105 * ⑥
	1000		1200	0800			0600	0330	Lv NEW YORK...Ar	1255				1255		1245
	0215			f0015			2215	1945	Ar SHANNON...Lv	0440						0430
0330	0315	2000		f0115	0230	0230	2315	2100	Lv SHANNON...Ar	0335	0030	0225	0135		0215	0330
		2140							Ar GLASGOW...Lv			0045		0400		
0530			0550				0100	2240	Ar LONDON...Lv	0145				0130		
0625			0645				0155	2335	Lv LONDON...Ar	0045				0030		
		0040							Ar AMSTERDAM...Lv			2145				
		0155							Ar HANOVER...Lv			2005			1930	
		0300							Ar HAMBURG...Lv			1900			2100	
							0255	0035	Ar BRUSSELS...Lv	2335						
									Ar DUSSELDORF...Lv	2255				2255		
									Ar COLOGNE...Lv	2245						
0900			0900	0630			0420	0159	Ar FRANKFURT...Lv	2155				2155		
							↕	↕		*				*		
							1400	0600	Lv FRANKFURT...Ar	2120				2120		
							1455	0655	Lv NUREMBERG...Ar	2025				2025		
							1600	0800	Lv MUNICH...Ar	1920				1920		
							1705	0905	Ar STUTTGART...Lv	1815				1815		
	0545				0545	0545			Ar PARIS...Lv		2100		2200			0100
	0645				0645				Lv PARIS...Ar							2330
					1000				Ar GENEVA...Lv							
					f1120				Ar BASLE...Lv							2245
	0815				1100				Ar ZURICH...Lv							2200

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	791 ②	793 ⑤	DC-6A Read Down	DC-6A Read Up	792 ⑤	790 ⑦	705 DC-3 ② ②④ ⑤⑥
	2200	2355	Lv NEW YORK	Ar	0850	2200	
			Ar MANCHESTER	Lv	2225	1135	
			Lv MANCHESTER	Ar	2135	1045	
	1800		Ar BASLE	Lv	1950	0900	
			Lv BASLE	Ar	1920	0830	
		2115	Ar GENEVA	Lv			
		2115	Lv GENEVA	Ar			
	1900	2205	Ar ZURICH	Lv	1850	0800	
			Lv ZURICH	Ar		2325	
			Ar GENEVA	Lv		2235	
2310			Lv ZURICH	Ar			0715
2350			Ar BASLE/MULHOUSE	Lv			0640
0020			Lv BASLE/MULHOUSE	Ar			0610
0300			Ar AMSTERDAM	Lv			0340
			Ar STUTTGART	Lv			

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TACA INTERNATIONAL AIR LINES SA)

525 ②⑤	801 ⑥	801 ③⑤	801 ②④	801 ①	DC-4 Read Down	Read Up	400 ①	800 ②③④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
	0600	0615	0400	0600	Lv NEW ORLEANS	Ar	2030	1845	2110	1900			
0700	1030				Lv MEXICO	Ar			1715		1800	1715	1855
	1100				Ar BELIZE	Lv			1700				
1025	1225	1145	0930	1130	Lv BELIZE	Ar			1535				1535
1110	1315	1245	1020	1230	Ar GUATEMALA	Lv	1535		1505				1505
1155	1400	1330	1105	1315	Lv GUATEMALA	Ar	1505		1505				1420
			1220		Ar SAN SALVADOR	Lv	1420	1315	1420	1330	1400	1315	1400
			1315		Lv SAN SALVADOR	Ar	1400		1400				1315
			1340		Ar TEGUCIGALPA	Lv	1315		1315				1300
			1435		Lv TEGUCIGALPA	Ar	1300		1300				1205
			1500		Ar MANAGUA	Lv	1205		1205				1145
			1610		Lv MANAGUA	Ar	1145		1145				1035
					Ar SAN JOSE	Lv	1035		1035				

TRANS-AUSTRALIA AIRLINES (TAA)

1915 ②⑤	1921 ③	1913 ②③④ ⑤⑥	1909 ②③④⑤ ⑥	1911 ①	DC-3 Read Down	Read Up	1910 ②③④⑤ ⑥	1912 # Ex. ⑦	1922 ③	1916 ②⑤
1340	1300	0300	0145	0145	Lv MELBOURNE	Ar	0735	0925	1610	2105
					Ar WYNYARD	Lv				
					Lv WYNYARD	Ar				
					Ar DEVONPORT	Lv				
					Lv DEVONPORT	Ar				
1540			0345	0345	Ar LAUNCESTON	Lv	0530			
1640				0445	Lv LAUNCESTON	Ar				
1725	1530	0530		0530	Ar HOBART	Lv		0645	1730	1825

TRANS WORLD AIRLINES (TW)

599 # Ex. ⑥⑦	595 # Ex. ⑥⑦	L-1049H	598 # Ex. ⑥⑦	592 # Ex. ⑥⑦
2300	2345	Lv NEW YORK (IDL) Ar	1142	1853
	0052	Ar PHILADELPHIA Lv		
	0215	Lv PHILADELPHIA Ar		
		Ar PITTSBURGH Lv		1715
		Lv PITTSBURGH Ar		1615
		Ar COLUMBUS Lv		1425
		Lv COLUMBUS Ar		1240
0124		Ar CHICAGO (MDW) Lv	0750	
0230		Lv CHICAGO (MDW) Ar	0648	
	0354	Ar INDIANAPOLIS Lv		
	0455	Lv INDIANAPOLIS Ar		
	0602	Ar ST. LOUIS Lv		1100
	0725	Lv ST. LOUIS Ar		0947
	0736	Ar KANSAS CITY Lv		0740
	0900	Lv KANSAS CITY Ar		0628
0721	1326	Ar LOS ANGELES Lv	2230	0020
	1500	Lv LOS ANGELES Ar		2302
	1637	Ar SAN FRANCISCO Lv		2115

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star Read Down	Read Up	910 ① ②③ ④⑤
2100	Lv MONTREAL	Ar	A1455
2255	Ar TORONTO	Lv	A1315
2355	Lv TORONTO	Ar	1155
0350	Ar WINNIPEG	Lv	0650
0435	Lv WINNIPEG	Ar	0605
--	CALGARY	Lv	0150
--	CALGARY	Ar	0120
0730	Ar EDMONTON	--	
0800	Lv EDMONTON	--	
1015	Ar VANCOUVER	Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK	Ar	0500	0700
0800	0600	Ar SAN JUAN	Lv	2100	2300

NEW YORK-ROME

970 ⑥	980 ②④	L-1049H Read Down	Read Up	981 ⑥	971 ②	981 ③
0130	0130	Lv NEW YORK (IDL)	Ar	1255	1140	1255
0725	0725	Ar GANDER	Lv	0930	0815	0930
0810	0810	Lv GANDER	Ar	0850	0735	0850
1840	1840	Ar SHANNON	Lv	0400	0245	0400
1925	1925	Lv SHANNON	Ar	0315	0200	0315
		Ar LONDON	Lv			
		Lv LONDON	Ar			
2230		Ar FRANKFURT	Lv		2230	
0030		Lv FRANKFURT	Ar		2105	
	2150	Ar PARIS	Lv	0040		0040
	0015	Lv PARIS	Ar	2310		2310
	0135	Ar GENEVA	Lv	2150		2150
	0230	Lv GENEVA	Ar	2050		2050
0135		Ar ZURICH	Lv	2000	2000	
0230		Lv ZURICH	Ar	1845	1845	
		Ar MILAN	Lv	1740	1740	1940
		Lv MILAN	Ar	1610	1610	1810
0435	0435	Ar ROME	Lv	1430	1430	1630

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE	Lv		1450		↑	1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

59 DC-6 # Ex ⑦①	41 CUR # ⑦ ①	67 DC-6A ⑦	67 DC-6A # Ex. ⑥⑦	63 DC-6A # Ex. ⑥⑦	65 DC-6A # ⑥ ⑦	53 DC-6 #	Read Down	Read Up	62 DC-6A # Ex. ⑤⑥⑦	60 DC-6A # Ex. ⑥⑦	62 DC-6A ⑦	60 DC-6A ⑥	64 DC-6A # Ex. ⑥⑦	68 DC-6A # Ex. ⑥⑦	56 DC-6 # Ex. ⑦①	40 CUR # Ex. ⑦①
			2200				Lv BOSTON	Ar						0932		
		0748	2243				Ar HARTFORD/SPRINGFIELD	Lv						0850		
		0930	0010				Lv HARTFORD/SPRINGFIELD	Ar						0743		
0140		↑	↓				Lv NEW YORK (LGA)	Ar						Ⓐ		
							Ar NEW YORK (IDL)	Lv						0655		
		0700			2345		Lv NEW YORK (IDL)	Ar		1350		1255		0525	0550	
	0110			2245			Lv NEWARK	Ar	1605		1720					0600
	↓			2329			Ar PHILADELPHIA	Lv	1530		1645			0445		↑
	0330			0030			Ar PHILADELPHIA	Lv	1430		1545			0345		0400
			0227				Ar CLEVELAND	Lv	↑		1410			0210		
			0330				Lv CLEVELAND	Ar			1327			0057		
			↓	0150			Ar DETROIT	Lv	1130		↑			↑		
				0320			Lv DETROIT	Ar	1028							
0400		1205	0405	0431	0210		Ar CHICAGO (MDW)	Lv	0920	0955	1100	0900		2230	0200	
		1530	0555	0600	0320		Lv CHICAGO (MDW)	Ar	0720	0755	0920	0735	1310			
		1725	0750	↓	↓		Ar DENVER	Lv	↑	↑	↑	0215	0750			
		1825	0950				Lv DENVER	Ar				0128	0645			
		↓	↓				Ar SALT LAKE CITY	Lv				↑	0500			
							Lv SALT LAKE CITY	Ar					0415			
		2240			0900		Ar SAN FRANCISCO	Lv	2230		0030		0145			
		0100				0620	Lv SAN FRANCISCO	Ar					0005			
		↓				0639	Ar OAKLAND	Lv								
		0242	1250	1110			Ar LOS ANGELES (INTL)	Lv		2330		2200	2230			
							Ar LOS ANGELES (BUR)	Lv								

Ⓐ IDL-BOS portion of Flt. 68 cancelled Saturday mornings.

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
↓		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		① 0040
1610	1620				Ar NICE	Lv		0755		↑
↓	1825				Lv NICE	Ar		0655		1850
0005	1910				Ar TRIPOLI	Lv		↑		1750
0105	⑤				Lv TRIPOLI	Ar				
0730	0320				Ar FORT-LAMY	Lv		2225		
	0430		0600	0600	Lv FORT-LAMY	Ar		2110	1800	0930
	↓		↓	↓	-- MOUNDOU	Lv		↑	1635	
					-- MOUNDOU	Ar			1555	
			0800	0800	Ar N'GAOUNDERE	--			↑	
		0615	0850	0850	Lv N'GAOUNDERE	--			1355	
		↓		↓	-- BANGUI	Lv				
					-- BANGUI	Ar	1730			
	0710	0805			Ar DOUALA	Lv	↑	1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220	↓	Ar FORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
‡ -Weekdays (Monday through Saturday)
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
‖ -Service Temporarily Suspended

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MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.

CARRIER	Boeing Stratocruiser	Boeing-707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	ALL-CARGO: Curtiss C-46	Curtiss C-46B-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7B	Lockheed Constellation 749H
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	--	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA	--	--	--	--	--	--	100	100	--	--	--	--	--	--	---	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	--	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--	--
NE	--	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	100	--	--	--	--	--	--	100	--	200	75	--	75	--	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA	100	150	--	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA	--	--	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																							ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H	Douglas DC-7BF	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																														
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	--	--	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																														
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	--	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	500	--	--	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--	--
FL.....	See U.S. and Canadian City Directory																														
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	1000	--	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--	--
KLM.....	See U.S. and Canadian City Directory																														
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	--	--	--	200	200	--	--	--	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	200	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	500	--	--	--	--	--	--	200	--	2000	200	--	200	--	--	--	200	--	--	--	--	--	--	--	2000	--	--	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																														
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--
PAA.....	600	600	--	--	--	--	--	600	--	--	600	600	600	--	--	--	--	600	--	--	--	--	--	--	5000	6000	--	--	--	--	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--	--
SO.....	See U.S. and Canadian City Directory																														
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	440	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--	--
WA.....	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Alleghony Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	125	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	126	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA-Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capitol Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR		Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	066	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	029	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AC	040	Guest Aereovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	IL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovenski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Laide Aerea Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezoiana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport—MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PL	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	BU		Braathens South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	128	Union Aeromaritime de Transport
UBA	UB	207	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societica

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